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U. S. Department of Agriculture

# THE AMERICAN ELEVATOR AND GRAIN TRADE

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Mitchell Brothers Publishing Co.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

One Dollar Per Annum  
SINGLE COPIES, 15 CENTS

VOL. XLV

431 South Dearborn Street, Chicago, Ill., August 15, 1926

NO. 2

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We want your business but we want it on a basis that will pay you as well as ourselves. We want it because we have proper facilities for handling it.

Don't be satisfied with slow returns or poor service; send your shipments to

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After a six month's trial of the "RANDOLPH DRIER" and the "RANDOLPH WATER LEVEL TEMPERING BINS" we beg to state that we are very much pleased with the outfit.

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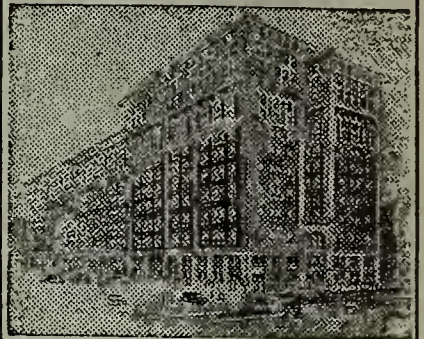
*Randolph has a grain drier for every elevator and mill regardless of size or shape. The Randolph Direct Heat Grain Driers are made in capacities from 60 to 1,000 bushels per hour. They will dry wheat, corn, oats, rye, barley, buckwheat, navy beans, soy beans, peanuts, popcorn, coffee and many other commodities.*

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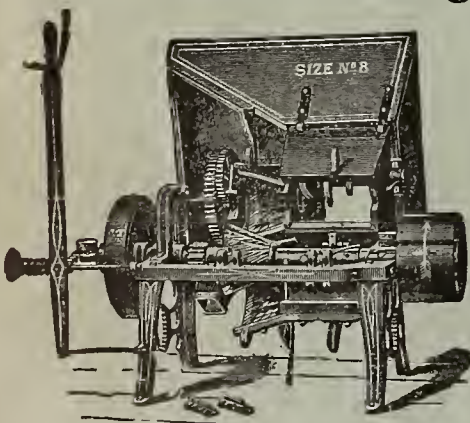
WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection?

**THE KENNEDY CAR LINER & BAG COMPANY**

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Sold with or without Sacking Elevator.

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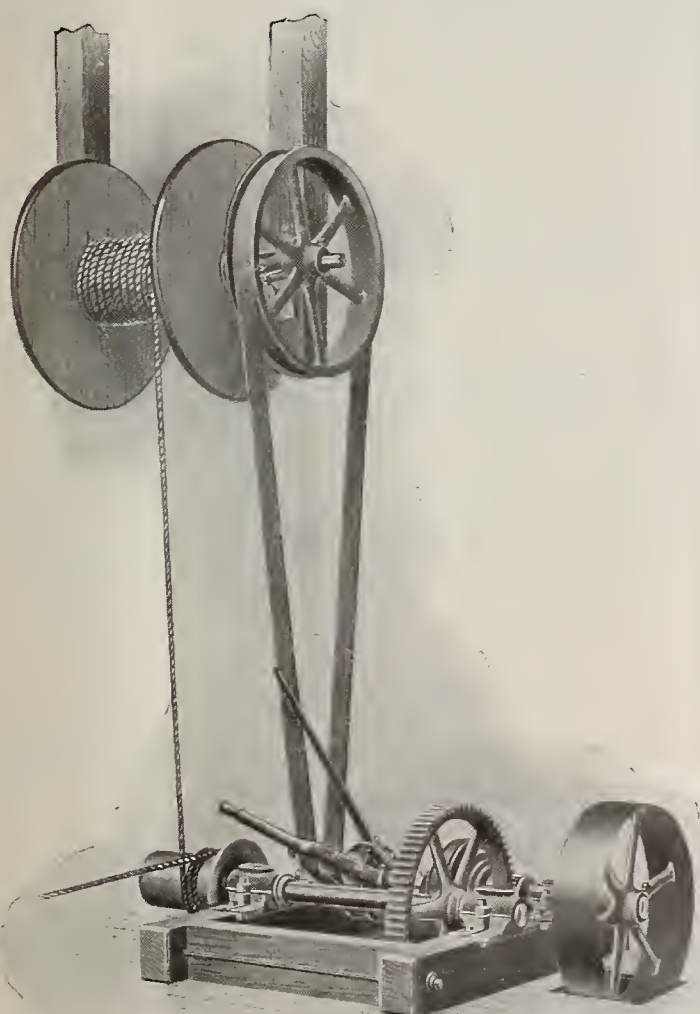
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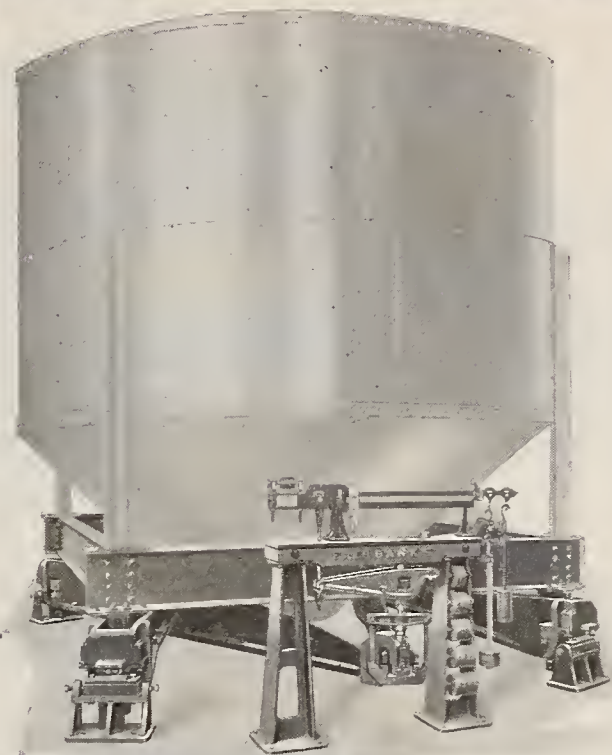
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For fine performance, for sustained accuracy, for easy installation and quick approval, Fairbanks Hopper Scales have been the choice of the country's largest elevator operators.

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### Movement of Grain and Hay During the Year 1925

	Receipts	Shipments
Corn . . . . .	18,838,000 bushels	14,527,000 bushels
Oats . . . . .	9,016,000 bushels	7,818,000 bushels
Wheat . . . . .	4,527,000 bushels	2,141,000 bushels

The following Receivers and Shippers are members of  
Indianapolis Board of Trade

<b>HAYWARD-RICH GRAIN COMPANY</b> COMMISSION AND BROKERAGE 414-415 Board of Trade Building	WM. R. EVANS, President    GEO. H. EVANS, Sec.-Treas. <b>Midwest Elevator Company</b> Incorporated BOARD OF TRADE	FOR SERVICE—EFFICIENCY—COURTESY SHIP TO <b>HART-MAIBUCHER CO.</b> Consignments and Sales to Arrive
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<b>THE LEW HILL GRAIN COMPANY</b> <b>G R A I N</b> COMMISSION, BROKERAGE    Phone Main 3886		<b>The Bingham Grain Company</b> Receivers and Shippers of <b>G R A I N</b>



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*The Better Kind of Grain Handling Machinery*  
FOR THE LARGE OR SMALL ELEVATOR

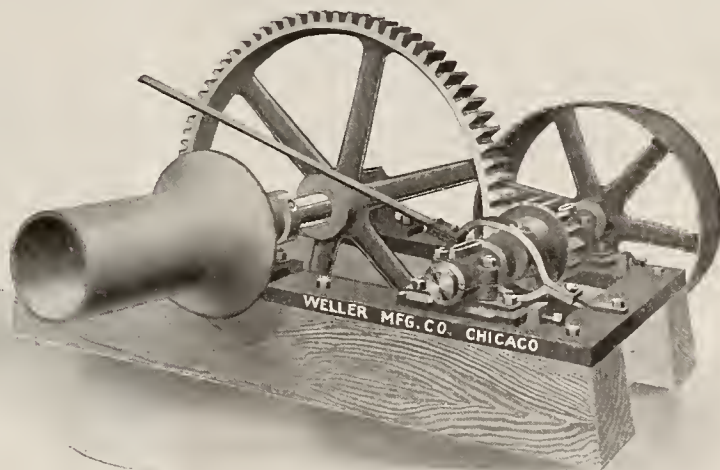


**WELLER MARINE LEG**

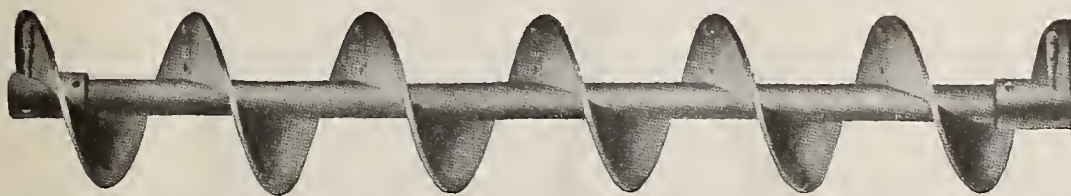
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Cold Rolled Steel Sectional Flights. Wear Long. Evenly Balanced. Run True.  
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*Send Us a List of Your Requirements We Will Quote Prices*



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Elevator Casing  
Elevator Heads  
Sack Elevators  
Barrel Elevators  
Elevator Spouts  
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Weller made products are sold  
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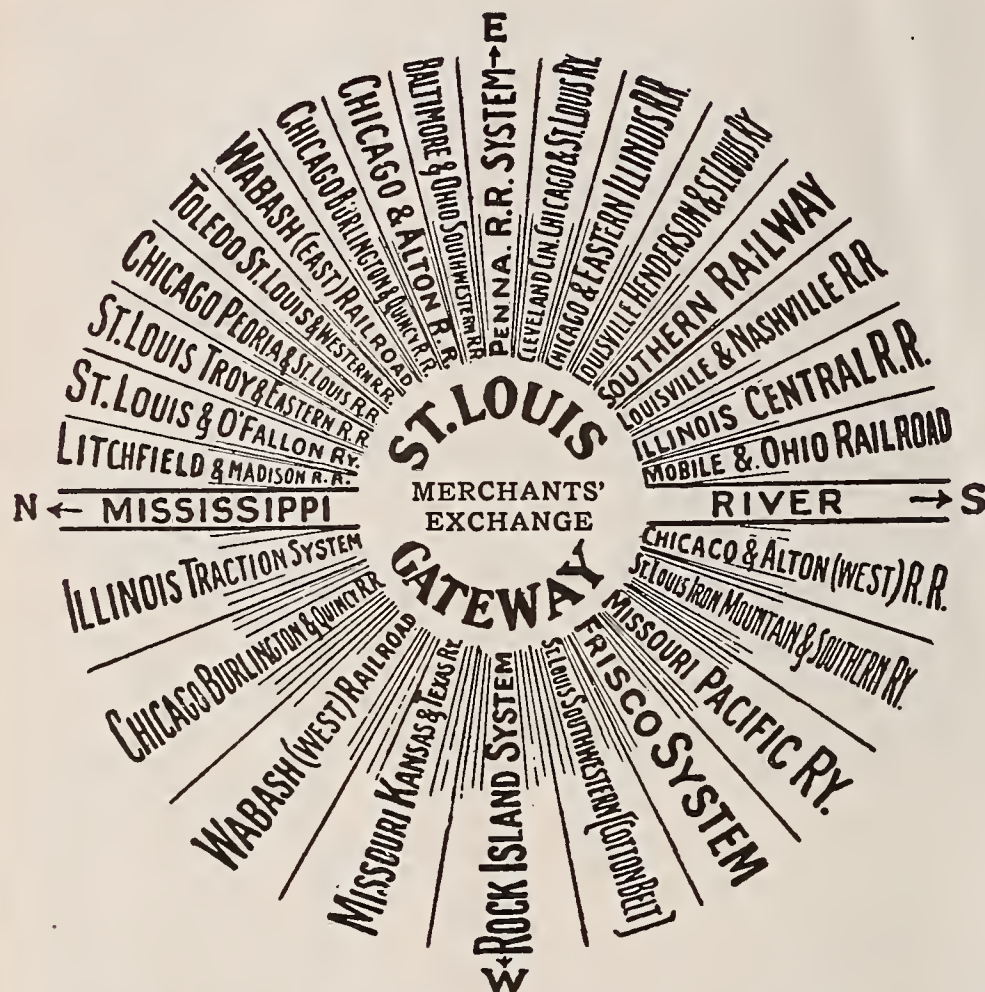
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## Consignments a Specialty

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## GRAIN, HAY AND SEEDS

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Best Grades of Soft Winter and Hard Red Wheat always available. Millers for years have found the St. Louis Market most satisfactory for wheat supplies.

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# 5 Miles of Webster Conveyors



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THE MOST EXTRAORDINARY GRINDER  
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OUR  
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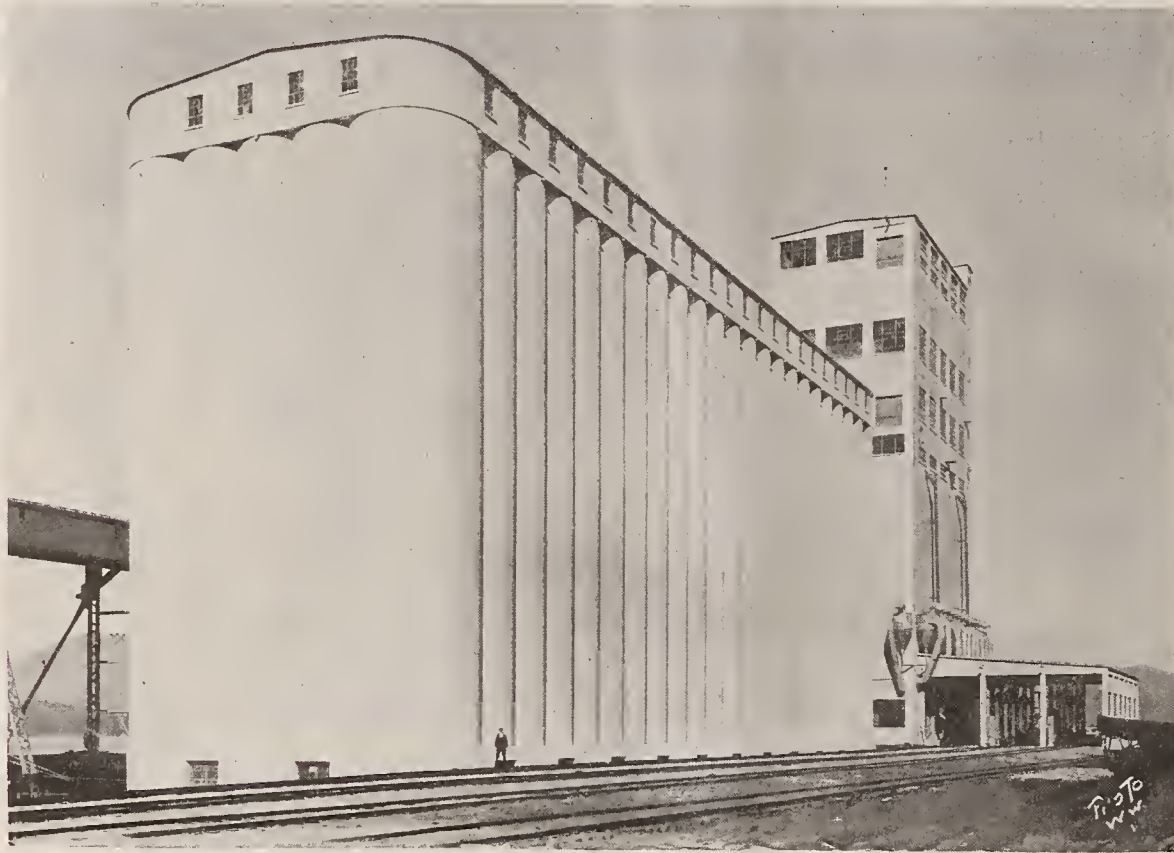
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*Publication No. 28 shows many applications of Morse Silent Chain Drives in prominent elevators. Write for a copy.*

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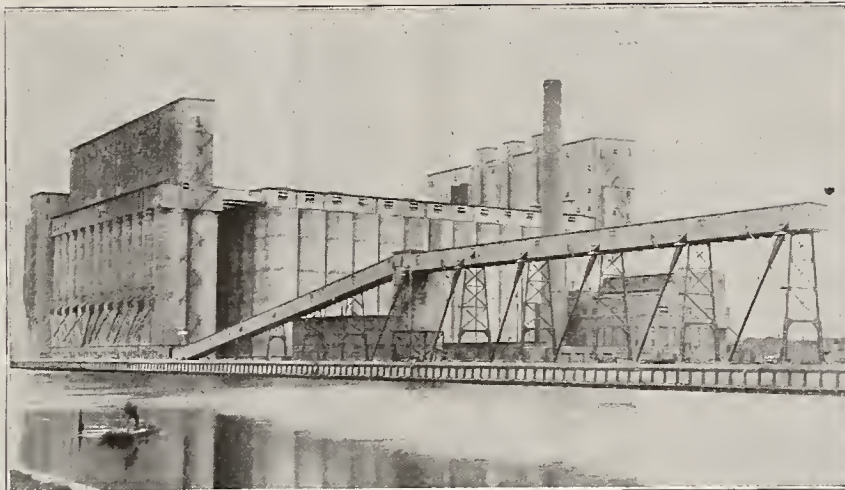
Manchester Ship Canal Elevator  
Manchester, England  
Capacity 1,500,000 Bushels  
Completed 1914



Buenos Aires Elevator Co.  
Buenos Aires, Argentina  
Capacity 750,000 Bushels  
Completed 1920



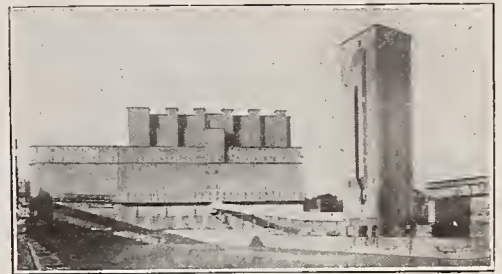
## John S. Metcalf Co. Grain Elevator Engineers



Chicago & North Western Railway Elevator  
South Chicago, Illinois  
Capacity 10,000,000 Bushels  
Completed 1920

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Capacity 2,600,000 Bushels  
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MORE THAN 40 YEARS**

*Sketches and Estimates Gladly Furnished*

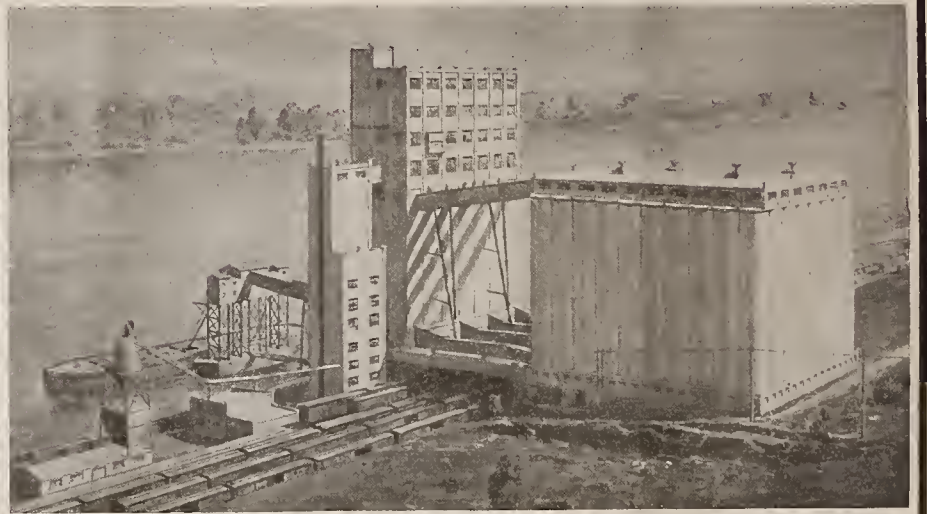
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**2,500,000 Bu. Concrete Grain Elevator  
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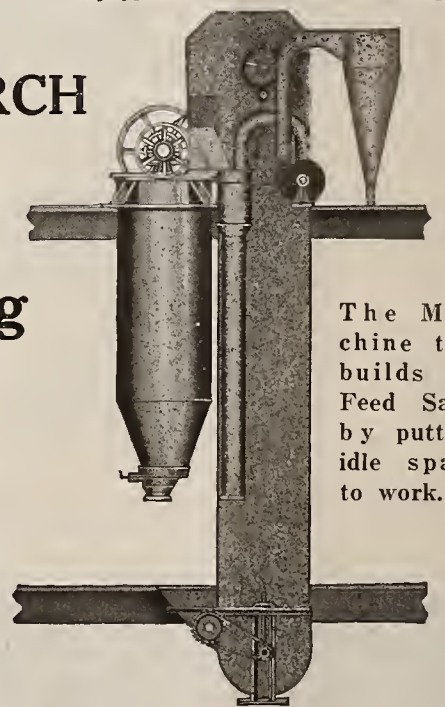
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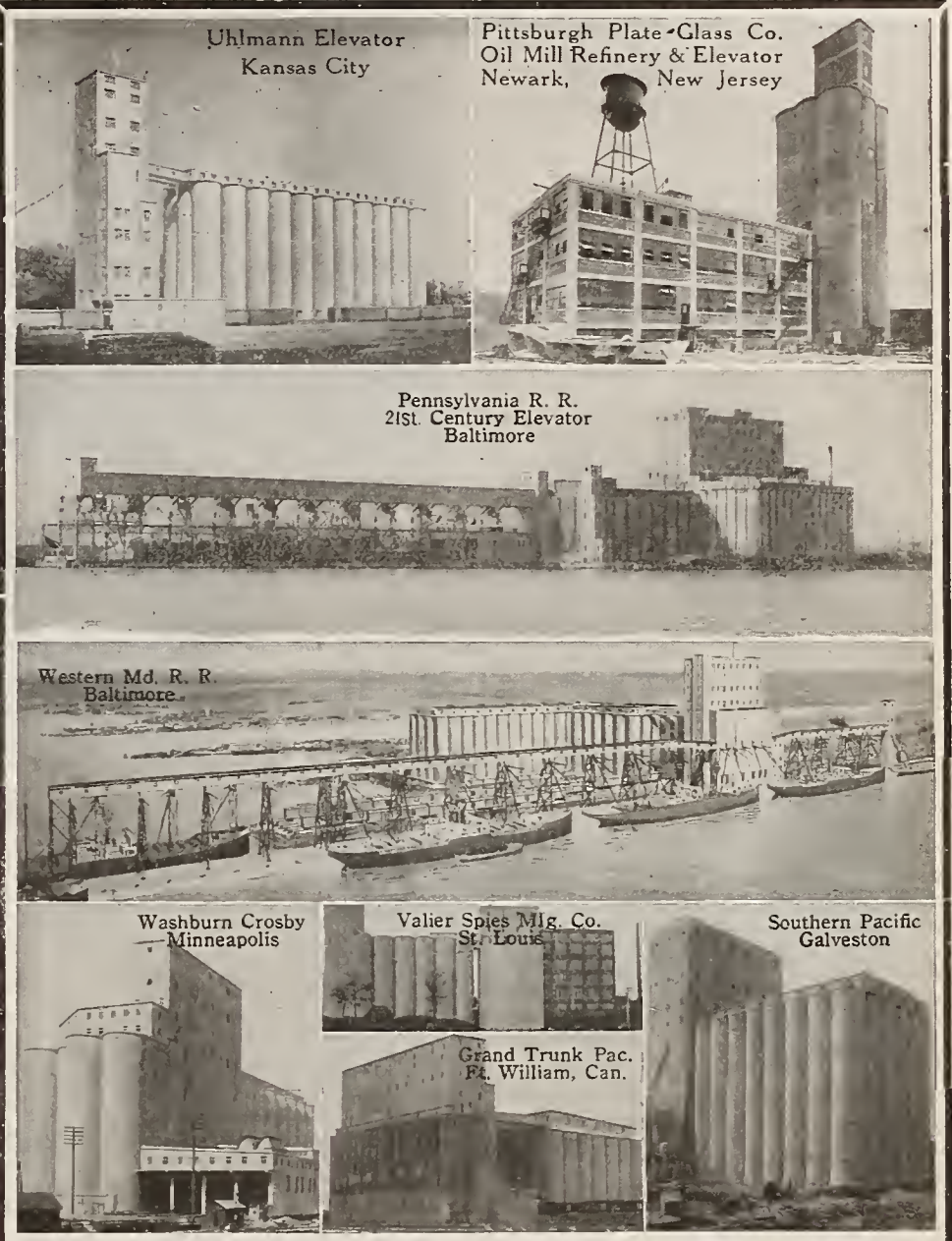
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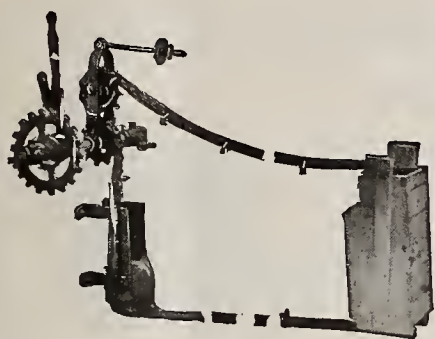
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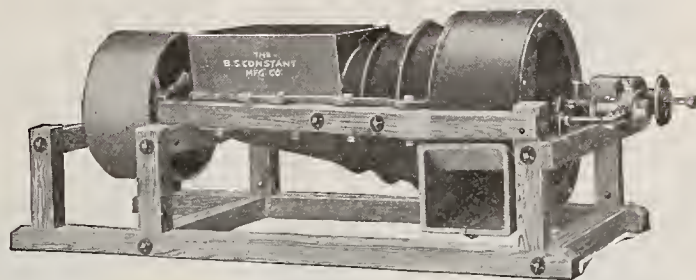


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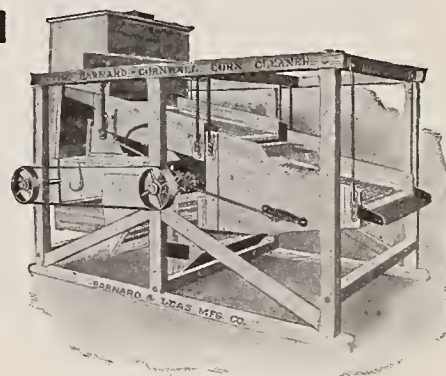
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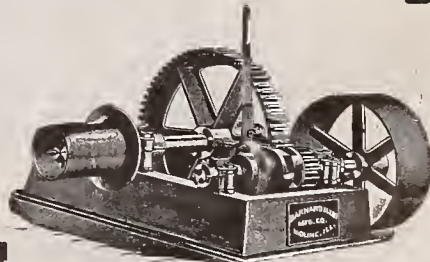
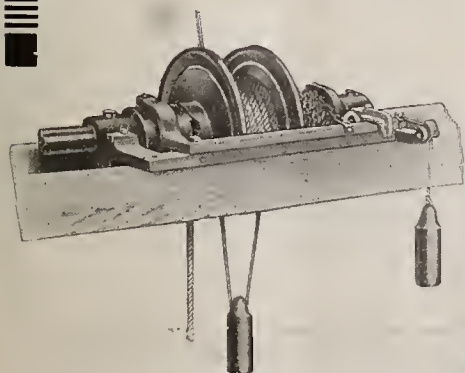
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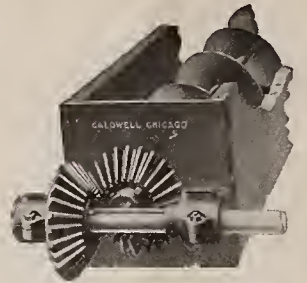
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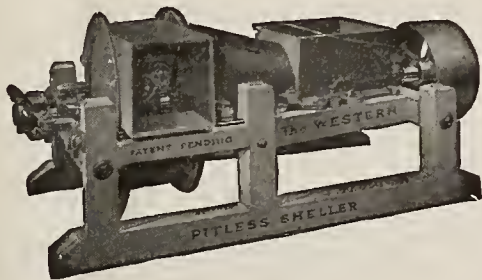
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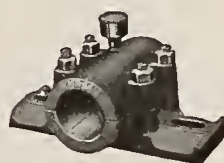
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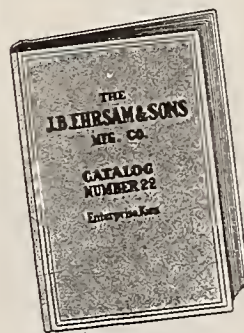
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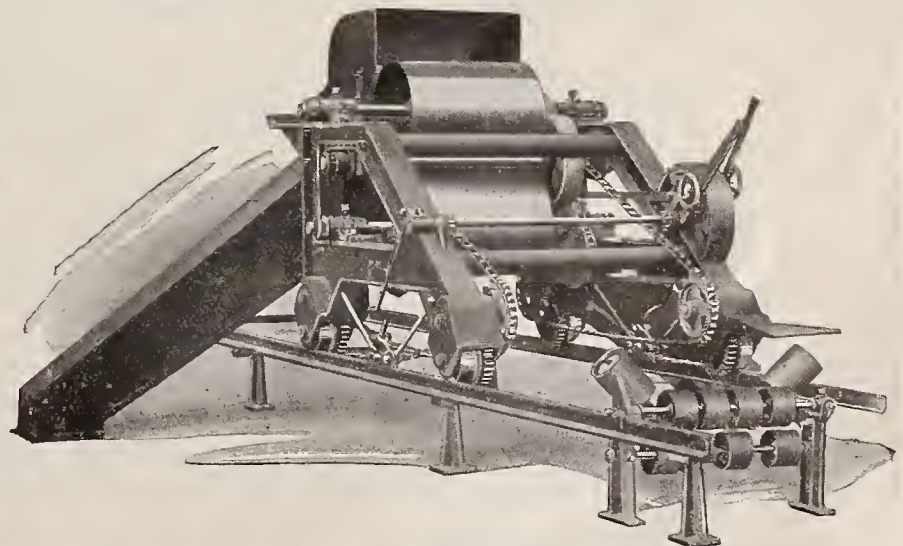
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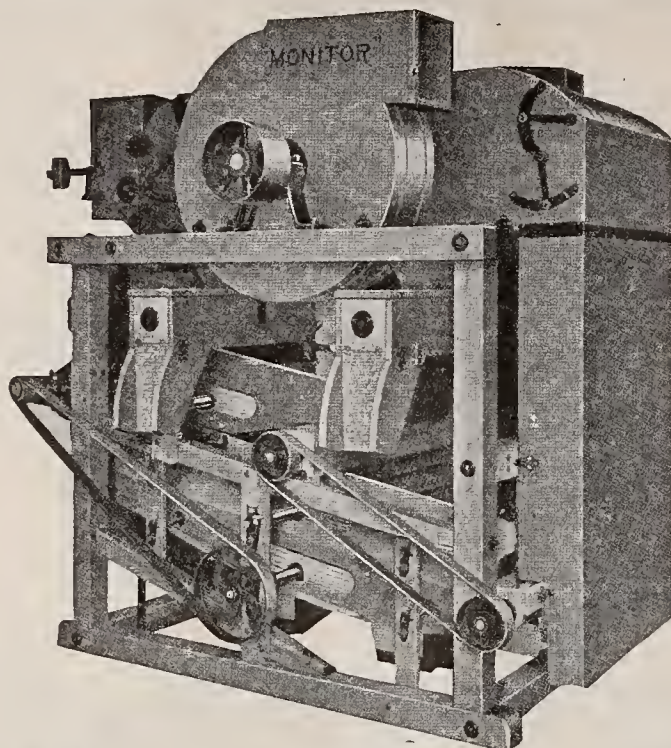
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Association and of the  
Illinois Grain Dealers'  
Association.

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VOL. XLV

CHICAGO, ILL., AUGUST 15, 1926

NO. 2

# Houston Becomes a Grain Shipping Point

## New 1,000,000-Bushel Concrete Public Grain Elevator of the Port of Houston (Texas) To Benefit Grain Exporters of the Southwest

IT HAS happened at times that Texas ports have been unable to take care of the grain shipments during a period of peak movement, and thousands of cars have accumulated on track, thus causing a tie-up of shippers' and exporters' funds, a marked deterioration in the quality of the grain, and a tie-up of railway equipment. The resulting general interference with the normal dispatch from point of origin to destination had a bad effect on business, and it became necessary to eliminate the possibility of such conditions re-occurring.

As a means of remedying this situation, the Board of Commissioners of the Port of Houston decided that it was absolutely essential that a rapid handling million-bushel capacity grain elevator be

in connection with the elevator, in order to encourage the use of the port for the exportation of grain to Mexico and Central and South America. The program of expansion which has been followed out at Houston for several years back has included some remarkable development in traffic facilities, and it is only natural that the working out of the program led toward the addition to the port of a large terminal elevator.

The new terminal house is known as the Public Grain Elevator Port of Houston, and it is located in Harris County, Houston Ship Channel Navigation District. The dimensions of the elevator are 338 feet by 80 feet, and it is of reinforced concrete construction. The building was designed by the John

drying facilities, giving a drying capacity of 1,000 bushels per hour.

Electricity is used throughout, both for lighting and power, and current is provided by central station service. Thirty-five electric motors are in use, all chain driven through drives furnished by the Link-Belt Company. Individual drives are controlled by the latest improved dust proof automatic starters of the remote push button type. There are 13 42-inch belt conveyors in the elevator. A 185-horsepower boiler has been installed for the drier. The motors mentioned above-aggregate 1,700 kilowatts.

In the matter of protective devices, the elevator is unusually well guarded. Latest protection against



PUBLIC GRAIN ELEVATOR, PORT OF HOUSTON, TEXAS

constructed at the Turning Basin. Previous to this, ships have come to Houston for cotton and because of lack of grain loading facilities at Houston, have had to stop at Galveston for loading. Since grain exports at Galveston for the year ending June 30, 1925, totalled 33,000,000 bushels of wheat and 68,000,000 bushels of rye, it will readily be seen that a large volume moves through these ports.

The transportation department of the Chamber of Commerce in Houston has had requests for information as to rates and terminal arrangements from grain shippers as far north as Omaha, Neb., and indications are that the prospects are good. The department also says that inquiries on the subject of grain moving through the Port of Houston indicate the advisability of establishing a sacking plant

S. Metcalf Company of Chicago, Ill., and the construction was handled by the Fegles Construction Company, Ltd., of Minneapolis, Minn.

Storage capacity for 1,000,000 bushels of grain is provided; and this is divided among 56 tanks of 11,150 bushels each, along with 39 interspace bins of 2,900 bushels each. Two receiving legs and two shipping legs each having 42-inch belts are provided. The capacity of each of these legs is 25,000 bushels per hour.

For clipping, a Monitor No. 10 Oat Clipper with capacity of 1,200 bushels per hour has been furnished by the Huntley Manufacturing Company, of Silver Creek, N. Y. There is also a No. 12 Monitor Separator, which was furnished by the same manufacturer. The Willey-Ellis Company supplied the

dust explosion is provided, and the latest improved dust collecting system is in use, including sweepers and enclosed motor starters, wiring and also a six-inch riser on the top floor with a coaster pump, boosting the pressure to 40 pounds at the nozzle. There are two nozzles on each floor, and also A. D. T. fire alarm service.

An automatic car dumper and a power shovel constitute the unloading devices at the new elevator. By means of the dumper, cars may be unloaded in eight minutes by lifting them bodily both endwise and sidewise and spilling the grain through the side doors. As this is done the grain falls into pits under the track and is carried through various elevator spouts to the top of the building. Four 2,500-bushel hopper scales are being used for weighing



the grain. The Webster Manufacturing Company of Chicago, furnished all sheet metal work, elevating machinery, conveyors, etc.

The building is so designed that storage space for 3,000,000 bushels more may be added without increasing the size of the workhouse. The present storage units for storage are 16 feet in diameter and about 140 feet in height, and will be ample for handling the quantity for which they will be called upon in the immediate future.

The Houston Merchants Exchange is the sole agency in the port charged with the duty of inspecting and certifying the grain moving through the port in conformity with the United States Grain Standards Act. Fortunately, the exchange has available for the important function of certifying the grain its chief inspector, John H. Upschulte, who looks back on a period of service of over 30 years. His first position was with the Missouri Inspection Department at Kansas City in 1893. Beginning as inspector's helper, he was soon advanced to deputy inspector and later became supervising inspector for this department. In 1900 he accepted a position with the Fort Worth Grain and Cotton Exchange and organized its inspection department, from which he went to the Galveston Cotton Exchange and Board of Trade, there to familiarize himself with inspection work in an export market.

He later became chief inspector at Galveston, and for the last seven years has been chief grain inspector for the Houston exchange. The exchange is organizing an efficient weighing department under Mr. Upschulte's supervision and the deputy weighers are disinterested, bonded and sworn, assuring shippers and exporters of accurate outturn weights.

As to transportation, a glance at a railroad map of the territory surrounding Houston will show that a large number of trunk lines concentrate upon and radiate from Houston, spreading out like a fan. All of these railways are directly connected with

United States Shipping Board there; J. H. Upschulte, chief grain inspector of the Houston Merchants Exchange; S. A. Dunlap, chairman of the Maritime Committee of the Houston Cotton Exchange; F. R. Dalzell, secretary of the Maritime Committee and traffic manager of the Houston Cotton Exchange; George S. Colby, superintendent of the grain elevator; Captain Charles Crotty, assistant port director; H. J. Scott, wharf superintendent; B. M. Bloomfield, vice-president and general manager of the Lykes Bros.-Ripley Steamship Company; George Williams, wharf superintendent for the steamship company; T. E. Judkins, H. J. Schutte and Blakely Smith, members of the Maritime Committee; I. M. Fox and Ed Lambert of the Latta brokerage firm, with Mrs. Ed Lambert and Captain W. M. Atkinson, master of the *Westmoreland*.

One of the most interested of the spectators was George S. Colby, superintendent. The responsibility for the smooth working out of the program was his and neither he nor the splendid equipment over which he presides, failed. Mr. Colby is splendidly equipped for his work as he has been actively connected with the grain trade since 1890, and for nine years was chief grain inspector and weighmaster at New Orleans.

Those who have shaped the commercial destinies of Houston have, in recent time especially, shown a decidedly progressive tendency. No pains have been spared in developing the facilities available and the results have seemingly fully justified the effort and expense of making the port a first class



CONVEYORS AND DISTRIBUTING SPOUTS, HOUSTON ELEVATORS

marketing center. The addition of the terminal elevator under discussion here merely marks another step in this direction and further demonstrates the fact that the business men in the district are alive to Houston's possibilities.

## DENVER DEALER LOSES

Smut was the root of all evil in the case recently arbitrated between the Western Wheat Company, a Colorado concern and Wallingford Bros. of Wichita, Kan. The dealer in Denver, Colo., sold a car of wheat to be shipped to Sacramento, Calif., but the wheat upon arrival at Sacramento was found to have excessive smut. The resultant loss of about \$300 from demurrage and smut discount charges, was assessed against the shipper by Arbitration Committee No. 1, of the Grain Dealers National Association.

## MONTREAL BARS U. S. WHEAT

Montreal Harbor Commissioners have found in shipments of United States wheat too much of a good thing. Until the congestion attendant upon the immense harvest is lightened considerably, no more grain from the states will be handled at that point. Elevators there are choked. The first week in August there were 10,000,000 bushels in store and 2,250,000 bushels waiting to be unloaded.

Although the capacity of local elevators is only 12,000,000 bushels, Montreal grain men are putting all the blame on the lack of steamships.

While a large number of tramps has been diverted to the coal carrying trade between United States ports and Great Britain, a big proportion has been attracted by the high rates from lower Gulf ports to the United Kingdom, and the result has

been a lack of ships available for Montreal. No relief is expected until August 23.

## BANKS AND THE HEAVY CROP

"The fact that Kansas banks are loaning money in Chicago during the period of heavy crop movement is somewhat startling," said L. F. Gates, former president of the Chicago Board of Trade, in an interview on the wheat situation shortly ago. "Bankers say, however, that the almost unprecedented movement of wheat in the Southwest is being accomplished without material withdrawal of country money from reserve centers. Loans in Chicago were made July 15 by banks in the heart of the Kansas wheat belt and more Southwest



GEORGE S. COLBY, SUPERINTENDENT HOUSTON ELEVATOR

money was offered at concessions under the local loaning rates of Chicago banks."

Mr. Gates went on to say:

"I can recall that not so many years ago, the crop moving period drained even the eastern banks. The old slogan of the agitators that 'Wall Street is forcing the farmers' grain on the market', no longer holds good and it is not surprising that certain Kansas politicians whose chief political asset for years has been a plea for farm relief, are finding it necessary to go far afield in search of some isolated locality which for the moment can be made to appear to be in need of some relief.

"And now comes a voice from this blooming wilderness—from Hutchinson, Kan.—and rouses the American Bar Association with his condemnation of the governmental interference with business and the menace of Federal bounties and a rapidly growing bureaucracy, and makes a plea that is in harmony with Harry Atwood's 'Back to the Republic'. May there not be some very natural connection between those loans by 'Bleeding Kansas' and this forceful plea for national sanity? Certain it is that the American farmer is not a peasant and in no danger of becoming one.

"The rush of new wheat to southwestern markets for the past three weeks has been such that even the politicians could not reasonably call it 'orderly marketing' unless by that term is meant any volume, no matter how great, which does not result in, or is not coincident with price decline. During those three weeks the market not only carried the load without declines, but gathered momentum on the advance. Premiums for good Hard wheat of contract grade at Kansas City ranged from 2 to 10 cents per bushel above a July delivery basis.

"Does any one familiar with the situation, either in or out of Congress, sincerely believe that any Government-sponsored export corporation could have handled the rush of wheat in the Southwest with greater effectiveness or with greater satisfaction to the producer than this rush is being handled by a machinery which is a natural evolution of business experience?"



JOHN H. UPSCHULTE, CHIEF GRAIN INSPECTOR

the trackage of the Port Terminal Railway Association. Aside from this, it should also be borne in mind that Houston is an open port and the Turning Basin territory is municipally owned land, wharves and warehouses, both north and south sides.

On July 6 the first cargo was loaded out from the elevator to the steamer *Westmoreland*, a load of 144,000 bushels of new crop wheat comprising the initial movement. Practically all of this shipment is being exported by the C. B. Fox Company of New Orleans, according to J. D. Latta, ocean freight broker, and the company's representative in Houston. It is destined for Bremen and Hamburg, Germany. Among those present at the initial loading were: C. B. Fox of New Orleans, president of the C. B. Fox Company; J. D. Latta, Houston representative of the company; J. M. Lykes, president of the Lykes Bros.-Ripley Steamship Company; A. C. Cocke of New Orleans, traffic manager of the



# Former Capital of American Grain Belt Hard Hit by New Rail Tariffs

Old Southern City, Once Residence of Rulers, Now Forced to Battle for Life  
As Grain Export Point

**T**WO HUNDRED years, but a tick of the clock in time as it is reckoned by historians, can bring a phenomenal change in the status of a single city. Consider New Orleans. In 1726 it was made the capital of the French colony of Louisiana, which then included nearly all the Mississippi Valley. When Napoleon sold the Province of Louisiana to Uncle Sam for \$15,000,000, New Orleans was the seat of government for the vast territory which included practically all of the land that today comprises Minnesota, the Dakotas, Nebraska, Iowa, Colorado, Wyoming, Montana, Louisiana, Arkansas,

they must render was too great for the remuneration they would receive. The scale of rates put into effect last October, therefore, discriminate seriously against New Orleans and in favor of Galveston, the difference varying from five cents to eight cents per hundred pounds on grain shipments. Because of the fact that there is a bumper wheat crop this year in America and a shortage in Europe, it was early reported that congestion was being felt in Galveston.

July reports from the Texas port indicate that there was considerably more grain at hand for ex-

has a number of vessels here ready to handle grain exports. More are available and can be had without trouble." His predictions have been borne out to some degree. The August situation shows some improvement over that of July.

Among the elevators in the Crescent City which are impressive by their size and records, are the Illinois Central's houses and the public elevator, now in its ninth year of operation. From a description of the latter, it will be seen that New Orleans is prepared to meet a volume of trade much larger than that accorded to it at present. The municipal elevator alone can handle over 160 cars a day. It has been described by a writer for the AMERICAN ELEVATOR AND GRAIN TRADE, who made his observations on the spot, as follows:

In the unloading shed there are four tracks, and with two cars spotted on each track, eight cars can be unloaded simultaneously. There are also four loading tracks which may be reached by spouts from the building trestle which houses two conveyor belts, one reaching 600 feet down the river, and the other making the same distance upstream, thus making 1200 of four tracks available for loading cars. On the other side of the trestle, boats can be loaded along the 1200-foot waterfront.

Every precaution possible has been taken to make sure that grain unloaded at any one of the eight sinks will be correctly weighed, properly credited, and deposited intact, with no additions or deductions. It is difficult, even in comparatively small elevators, to be certain of where grain goes to once it has been dumped out of a car, out of sight into a sink. Each of the eight sinks at this elevator hold about 2000 bushels each, and the levers which control the delivery of the grain from these sinks are protected by an electrical interlocking system that would do credit to the intricate block signal arrangement of one of our largest railroads.

Red and white electric lamps are placed at several points, notably where the control levers are placed, and the control of all the apparatus in the elevator is centered at this one spot. Another set of lamps is in the weigher's office, and still another set elsewhere. The control lever at any sink cannot be



TRANSFER BELT IN NEW ORLEANS PUBLIC WAREHOUSE

Oklahoma and Kansas. Virgin grain land and New Orleans was its Washington, D. C. Any discrimination against the traders or merchants in that city then would have been met by an iron reprimand from the French Regent or from President Jefferson who ranked the economic and military importance of New Orleans as second to none.

We cannot say "How have the mighty fallen" in the case of New Orleans. The city has steadily risen with the general prosperity of the United States. Cotton and grain and the Mardi Gras. This great river city, 200 miles from the Mississippi's mouth has been famous for all of them. Yet last fall the prestige of this port as a grain outlet was threatened. And the threat was carried out. In the 10 days ending on the eighth of last month, only 50 carloads of grain were received in New Orleans—less than a day's work for the belts at one of the large elevators there. It was not uncommon for one or two days to pass in which not a single vessel is seen loading grain at the port of New Orleans. The situation now shows considerable improvement, yet is far from ideal at present.

The reason for this situation is becoming well known and freely discussed by shipping interests. Up to October 12, 1925, New Orleans enjoyed the same rates on grain shipments as did points in the Texas Panhandle. On that date however, a new scale of rates went into effect. The differentials proved a serious drawback, if not paralysis, to grain shipments through New Orleans.

The Duc d'Orleans, for whom the city was named, knew Oklahoma only as a vast Indian wilderness, part of his domain. Two ticks of the century clock, and then the movement to bring about reduced rates from western grain centers was started by the Oklahoma Corporation Commission, a legislative constituted body, which applied to the Interstate Commerce Commission. This association presented its claims in support of its contention that the rates on grain shipments through Texas points to Galveston, should be lowered. The Interstate Commerce Commission acted favorably upon the installation of new rate scales from various points through Texas.

New Orleans also presented its cause and sought to have the rates to this port lowered to conform to the new scale ordered for points in Oklahoma and Texas. The railroads fought this on the ground that the distance to New Orleans and the service

port than there was ship space available. This condition grew more serious with the steady flow of grain through Texas for export.

New Orleans, therefore, was bound to get an increasing share of the business as the traffic reached a maximum and Galveston had more than it could handle.

Mr. Giessow, of the New Orleans Joint Traffic



THE PUBLIC GRAIN ELEVATOR AT NEW ORLEANS, LA.

Bureau, during the second week of July announced:

"We have in New Orleans now a condition directly opposite to that existing in Galveston. We have considerably more ship space than there is grain to handle and so for the present, at least, we are prepared to handle whatever business comes our way. I expect, however, that later the congestion in Texas will be so great that it might be necessary for some additional shipping board vessels to come here for that purpose. The Shipping Board already

moved an inch (far less movement than is required to start anything) without causing the white lamps to glow three different stations as stated above. The flashing of these lamps notifies several officers that something may start soon, and they are on the lookout for developments. If the lever is replaced, the lamps go out, but should it move forward so to start grain running from that particular sink, red lamps will light as long as the grain runs.

By means of the electric interlock device, it is



# THE AMERICAN ELEVATOR AND GRAIN TRADE

Fifty-Fifth Year

## DIVERSIFICATION OF PRODUCTS PROFITABLE

By H. W. JEFFRIES

The town of Marlin, Wash., is located about 100 miles south and east of Spokane, and is the center of a fertile wheat-growing section. It is here that the plant of the Krupp Union Warehouse Company is situated. About the first question the writer asked Mr. Hull, who is operator and manager, was in regard to the number of bushels of grain handled by his company in a year. Mr. Hull replied that it would be rather difficult to give a positive figure, as the volume of business handled in any



MANAGER HULL OF THE KRUPP UNION WAREHOUSE

given year was largely dependent upon crop conditions. For the fiscal year of 1925, just drawing to a close when the writer called, the company took care of 180,000 bushels of grain.

Mr. Hull has been associated with the Krupp Union Warehouse Company since 1910, which would indicate that both he and the company were pleased with the arrangement. He is well and favorably known to the people of Marlin and the surrounding country. It is largely due to his efforts and business acumen that this organization has been a paying one. As is quite common with most

destroyed the first elevator in 1913, and the rebuilding was finished in 1914.

Although a large portion of the surrounding country is mainly desert land, there are about 20,000 acres of good wheat land adjacent and tributary to the town of Marlin; and it is from this area that the Krupp Union Warehouse draws its business. Marlin, with a population of about 150, is the principal trading center for this agricultural section.

The elevator is of crib construction, iron-clad, and measures 50x30x60 feet. It is divided into six bins with an aggregated storage capacity of 14,000 bushels.

The prime mover is a 10-horsepower Fairbanks-Morse Gasoline Engine, and this supplies the necessary power for the operation of the elevator. A 10-horsepower electric motor, also of Fairbanks-Morse construction, is used in the warehouse and on the grinding equipment. Two wagon dumps are used for unloading, and these feed into an unloading hopper, which in turn is cleared by a 30-foot belt conveyor which carries the grain to the elevator boots.

Weighing is accomplished on two six-ton scales of the platform type. The generous use of water barrels, well distributed about the plant, offers protection from fire. The principal grains handled are oats and wheat, although some corn is shipped in for making feeds.

## JAP GRAIN NEED GROWS

Japan is facing a serious food situation which can be met only by a tremendous increase in imports of grain and grain products the next few years, or by a drastic charge for the better in agricultural development on the islands. Taking the five-year average from 1877 as 100, Mr. Koyama, undersecretary for Agriculture and Forestry, points out that the index for population in Japan is now 160, that of food production 200, and that of food consumption 240. With population increasing at the present rate, Japan will have to feed 85,030,000 people 30 years from now. The present population is 59,154,000.

Taking the 20 years from 1905 as the basis in

impossible for any lever to be thrown while grain from any other sink is flowing upon the same belt. Thus, although there are eight sinks and four conveyor belts to handle grain therefrom, it is, by means of lever interlocking, utterly impossible to open gates from two sinks at the same time upon the same conveyor belt. And once opened, although a lever may be closed temporarily if necessary, the other sink levers cannot be opened upon the belt being used, until the first sink is entirely free of its contents.

Close watch is kept of the grain as it passes through the automatic scales, which indent upon the cards placed on the scales the figures and letters showing the exact weight of the grain and the cars and sinks from which the grain has been taken. It is practically impossible to "lose" or "find" grain in this elevator. A separate card is made out for each car of grain handled, and the accuracy of these cards is checked by three people.

Early in 1918, the first two units of the public elevator presented a much busier scene than at present. The superintendent of the 2,622,000 storage houses and their grain handling equipment then remarked: "If we had twice the capacity, we could use every bushel of it." He could not be so optimistic at the present time. Grain men in New Orleans all are looking forward to the time when rail rate schedules will again give them an even break with competitor cities that were once but trading posts in the vast domain of which New Orleans was the proud capital.

The latest development in the New Orleans situation is the decision of the Interstate Commerce Commission that proposed rate reductions over the Kansas City Southern Railroad and other lines from Kansas City to New Orleans, and to points taking New Orleans rates for export, are not justified. The proposed reduction called for a cut from 30.5 to 27.5 cents. Commissioner Campbell, dissenting from the opinion of others on the Commission, said the only ground upon which the majority found the proposed schedules not justified was that they would lead to disruption of the grain-rate structure and impair the revenues of the carriers and their ability to render satisfactory service. The prophecy made by certain protestants of resulting wholesale reductions in the western grain-rate adjustments, he said, seemed to transcend all reasonable anticipations. In closing his dissent, he said:

But there is another and to my mind stronger reason why these proposed reduced rates should be approved. A proportional rate yielding 27.5 cents per ear mile on grain for a haul of 866 miles from Kansas City to New Orleans is certainly not below a reasonable minimum, even when measured by "the usual standards" referred to by the majority. Indeed, when compared with the average earnings on grain of the rail carriers as a whole in 1925 or of respondent in 1924, on local as well as as proportional traffic, the proposed proportional rates appear to be reasonable maximum rates. When we couple with that the direction by Congress in the Hoeh-Smith Resolution that products of the soil be accorded "the lowest possible lawful rates," I feel very strongly that it is a mistake not to permit these rates to become effective. In my opinion the only result of such disapproval will be to deprive grain shippers of the benefit of lower rates to any of the gulf ports and defer just so much longer the relief to which the farmer is entitled.

Even if the reductions proposed or precipitated were of a more general nature, so long as the rates over the reasonably direct routes remain on as high a level as those here proposed, they would certainly not be less than the "lowest possible lawful rates," and, therefore, should not be condemned. The record indicates that the reduction proposed would divert a considerable quantity of grain from the lakes to the gulf, and any impairment of the carriers' revenues as a whole seems to me so doubtful as to merit little consideration. Recently we declined to prevent the Santa Fe from participating in this traffic. I see just as much reason for permitting the Kansas City Southern to participate as the Santa Fe or any of the other carriers operating out of Kansas City, and the very least we should do is find the proposed proportional rates justified insofar as they do not exceed the present transit balances of competing lines from Kansas City to the Gulf. The proposed schedules have my approval.

A DEED of assignment for the benefit of its creditors has been filed by the Farmers Mutual Elevator Company of Larchwood, Iowa. G. W. Kramer is president; R. W. Wyant, secretary.



KRUPP UNION WAREHOUSE AND ELEVATOR, MARLIN, WASH.

elevators located in outlying districts, a full line of poultry feeds and remedies is carried. At the outset it did not occur to the management that these could be made a very profitable sideline, and they were first introduced as an accommodation to the trade. They soon proved to be both valuable and profitable and are now considered an important division of the business.

A roller feed mill was installed a few years ago to convert screenings into a more profitable sideline. This mill is a Washington product and was made in Colfax, Wash. Other grinding equipment includes an attrition mill.

The original elevator was built in 1910 and at this time the town was known as Krupp, Wash. Later this name was changed to Marlin, but the style of the firm name remained the same. Fire

computing consumption, 11.104 "to" of rice, 5.146 of barley, and 0.154 of wheat is needed per capita. In 1925 the population consumed 65,436,000 bushels of rice, 8,636,000 of barley and 9,100,000, averaging in weight 53.634 kwan per capita.

The rapid increase of population over production will bring in a situation which cannot be fully met by the plan formed to develop Hokkaido, and efforts made by the Governments-General of Korea and Formosa for increased rice output. If these plans were carried out in full, there would still be a deficit in the supply of rice and barley. To meet the situation it is necessary to reclaim waste lands and effect rearrangements in areas under cultivation on one hand, and on the other, to send as large a part of the surplus population as possible to Manchuria, Mongolia and Siberia, according to Mr. Koyama.



# Grain Pests and Their Control

## A Brief Survey of the Insects Which Infest Grain and Some Methods Used to Destroy Them

**I**NSECTS injurious to stored grain, once started, work so vigorously that the farmer or elevator man must either kill them, dispose of his grain or allow them seriously to damage it. The more serious pests of this nature—more than a score of species—multiply so rapidly that they must immediately be got in control or serious losses will result quickly.

Fresh grain should not be exposed to attack by being placed in bins or granaries with that which is already infested. Before storing, the old grain should be removed and the floors, walls and ceilings of the bins should be thoroughly cleaned. If the grain is infested by the grain or meal moth, frequent agitation or handling of the grain will destroy many of them, because they are unable to free themselves from a mass of it, and perish in the attempt.

Buildings should be constructed so as to avoid damp, dark places. Floors and walls should be joined so that accumulations along the edges and in the corners can be easily swept out. Floors should be cement, and whatever the type of construction, the walls should be smooth.

All machinery should be placed high enough to allow thorough cleaning and brushing beneath it. Sacks and bags should not be stored in packing rooms or places where they can gather dust and meal and become breeding places for insects.

One way of preventing serious damage by the weevil was recently described by T. H. Parks, extension etymologist, as follows:

The bin should be swept and cleaned with 5 per cent solution of carbolic acid and fumigated. In fumigating use the same strength as for stored grain.

Measure the contents of the bin to be treated, including the air space above the grain as well as that occupied by it. If there is a known amount of grain in the bin, provide one pound of carbon bisulfide for each 30 bushels, plus one pound for each 200 cubic feet of space above the grain. Where the amount of grain is not known, one should allow eight pounds of carbon bisulfide for each 1000 cubic feet of space in the entire bin, including grain and air space above.

Seal all cracks and small openings in wall with wet newspaper or other air tight seal. Close all openings such as stairways with canvas or partition board. Fix the outside door so it can be closed tightly when fumigant is liberated.

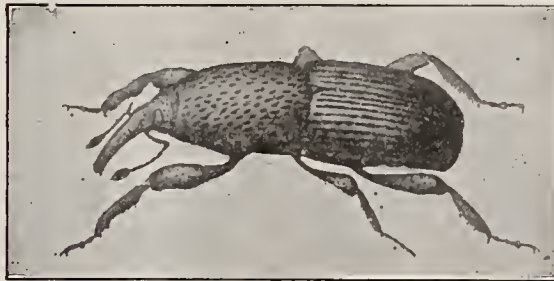
If the grain is more than three feet deep in the

hours. This is usually long enough exposure to kill the weevils effectively at this temperature, but fumigation can be continued longer without injuring the grain for food. Do not keep closed longer than 40 hours if the grain is to be used for seed.

After fumigation is completed, air out the bin thoroughly and stir the grain if it has heated previous to fumigation.

Control measures consist chiefly in the use of heat, cold, and fumigants. The use of heat, in the ordinary grain heating and drying equipment on the market, seems not to be popular with grain dealers since grain is purchased by weight and heating results in the loss of moisture. A temperature of 118° F. to 120° F. for one hour or of 130° F. for 30 minutes kills all stages of the weevil actually subjected to it. It should not be forgotten that the grain must be heated sufficiently to allow the proper amount of heat to penetrate to the insects concealed within. In quarantine work the Federal Horticultural Board has found it advisable to require that corn entering this country from Mexico be subjected to a temperature of 200° F. for at least five minutes to insure freedom from insect pests.

Carbon disulphide is the only fumigant at present in general use in the United States for killing weevils in grain in bulk. When carbon disulphide is used at the rate of from 5 to 15 pounds per 1,000 bushels, according to the tightness of the crib, the granary weevil can be killed in all stages. Carbon tetrachloride alone and ethyl acetate-carbon tetrachloride mixture vary in effectiveness and must be used from two to four times as strong as carbon disulphide. The ethyl acetate-carbon tetrachloride mixture, however, is not entirely satisfactory to the grain trade on account of an odor which this mixture may leave.



22 times natural size. (After Girault)

### THE GRAIN WEEVIL (Calandra Granaria)

The adult is a small, cylindrical beetle, about one-sixth of an inch in length, with head prolonged into a snout; it is from shining chestnut brown to nearly black in color and very firm and hard. The larva is footless, fleshy, maggot-like, and white in color and works inside of the kernel.

Since the control of the granary weevil is not different from that of grain pests in general, no further discussion of control measures is given.

The United States Department of Agriculture, in Bulletin No. 1393, issued in May of the present year, devotes 32 pages to a comprehensive study of "The Granary Weevil." Under the head of "Control Measures," some useful addenda to what has already been said may be found, especially with reference to remedial measures which require the use of chemicals. This section reads as follows:

The running of grain from bin to bin during very cold weather has been practiced. The writers observed this method of reducing the temperature of grain during the war period when wheat, in being transferred, was allowed to fall through the air during zero weather from a height of about 25 feet. If grain can be sufficiently chilled by running, it can be protected from weevil attack. Even if its temperature can not be lowered to the point where the cold will prove fatal to the insect's life, much good will result from the suspension of its activity.

Since the control of the granary weevil is not different from that of grain pests in general, no further discussion of control measures is given.

The Minnesota Agricultural Experiment Station, a few years ago, issued a bulletin containing a list of insects of special interest to grain dealers. This list comprised the following:

#### Miscellaneous insects—

- Cockroaches
- Ants
- Book Lice

#### Beetles—

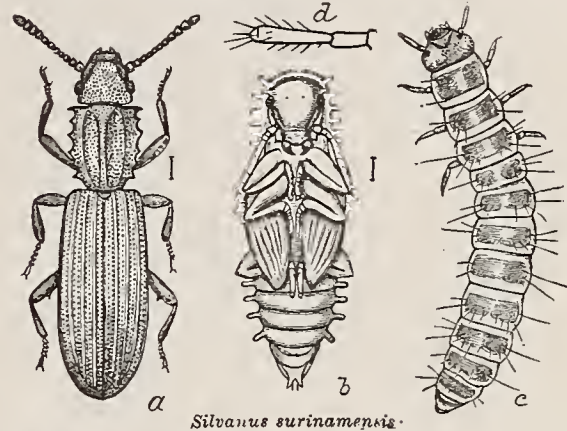
- Primarily in unmilled grain, elevator insects:
  - Granary weevils
  - Rice weevils
- Primarily in coarse products, bran, meal, etc.:
  - Saw-toothed beetles
  - Cadellles
  - Meal worms
- Primarily in flour:
  - Confused flour beetles

Broad horned and slender horned flour beetles  
Found in various parts of the plant:  
Black carpet beetles  
Cabinet beetles

#### Moths—

- Primarily in unmilled grain, elevator moth:
  - Angoumois grain moths
- Primarily in coarse milled products, bran, meal, etc.:
  - Indian meal moths
- Primarily in flour:
  - Mediterranean flour moths

In addition to these, and in sub-classes under the



[A] Beetle; [B] Pupa; [C] Larva, 16 Times Natural Size; [D] Antenna of Larva, much enlarged. (After Chittenden, U. S. Department of Agriculture)

### THE SAW-TOOTHED GRAIN BEETLE

The adult is a very, small, slender, flattened dark brown beetle, about one-tenth of an inch long with thorax having six saw-like teeth on each side. Larva a yellowish-white, slender, very active worm.

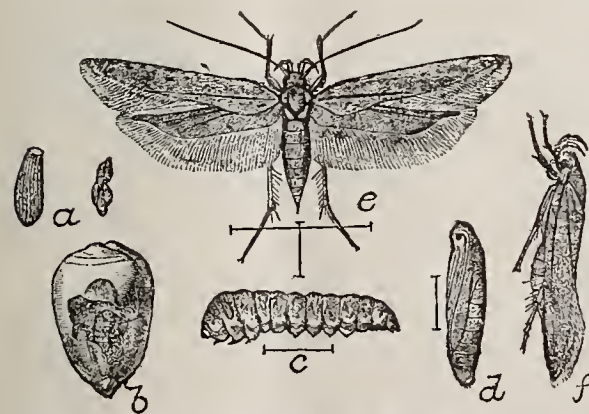
various heads are lepidoptera, mites, drugstore beetles, square-necked grain beetles, flat grain beetles, foreign grain beetles, small-eyed flour beetles, small cabinet beetles, museum beetles, and meal snout beetles.

Precautions should be taken against the Angoumois moth, which enters the grain elevator or mill from the field. The principal things to be done to prevent the perpetuation of the moth are harvesting as soon as the grain is ripe and threshing as soon after as possible. In both threshing and cleaning, much infected grain is blown out with the chaff and dust. While infestation is always directly due to an egg deposited in the grain by a parent insect, nevertheless heat and dampness contribute to the undue increase of insect life. Accordingly, the best possible storage is a dry, cool place. Dust, dirt and refuse material such as sweepings of grain, meal and flour, when allowed to accumulate, serve as breeding places for insects injurious to grain.

Artificial heat is, of course, undesirable in structures where grain is stored, since heating of the grain and fermentation are likely to take place, and favor the insect life. But ventilation is highly desirable. The present practice of storing grain in bulk is a preventive measure against the spread of insect life, as only the surface is exposed to infestation. Moths do not penetrate far below the surface of the grain, and frequent agitation or elevating the grain will aid in killing them. On the other hand, weevils penetrate more deeply, and although storing grain in great bulk is some protection against them, it is hardly advisable to stir the grain more than necessary, as that may distribute them more thoroughly through the mass of grain.

Considered on the basis of the amount of damage done, the wheat joint worm is a harder and faster worker than the Hessian fly. The wheat joint worm cannot be controlled by timely sowing, as is the case with the Hessian fly, as there is only one brood of this pest and it appears in the spring. The best plan is to cut infested wheat high and plow the stubble under thoroughly or cut it as low as possible and sell the straw off the farm.

As to the Hessian fly, the spring brood emerges during April in most winter wheat territory, the exact time of its appearance depending on the character of the season. The individual fly lives but a few days and lays its eggs in grooves along the upper surface of the wheat leaves. The eggs usually all hatch in less than a week, and this sudden appearance is often more alarming than the facts warrant. When hatched, the maggots work their way down between the wheat leaf and the stalk, where they feed until they reach maturity.



ANGOUMOIS MDTH (SITRAGO CERELELLA).—[A] EGGS; [B] LARVA AT WORK; [C] LARVA SIDE VIEW; [D] PUPA; [E] MDTH; [F] MDTH SIDE VIEW.—AFTER CHITTENDEN

bin, provide a short piece of gas pipe which can be stoppered at one end with a cork or rubber stopper attached by a string to one end of the pipe. Provide also a short wire ramrod for removing the cork. Thrust this pipe into the grain until the stoppered end is one-half way to the bottom, then remove the stopper with the ramrod and pour down the pipe a small amount of the bisulfide. Remove and repeat this at intervals until the lower part of the grain, has been treated throughout the interior. To fumigate the upper portion of the grain, expose the amount of bisulfide left after fumigating the lower part properly in shallow pans on the top of the grain. There should be enough of the pans to make a large evaporating surface. If this is not possible saturate burlap bags or cotton waste with the liquid and bury them just beneath the surface of the grain. The gas will rapidly evaporate from these and descend through the grain. Care should be taken to expose all portion of the grain to this gas.

Close the door tightly and keep closed at least 36



The full-grown larvae transform into "flaxseed" and pass the summer in this stage, the fall brood of flies coming from this "flaxseed" and infecting the

stubble or volunteer wheat which has been allowed to stand. It is from this brood of autumn flies that the most serious damage results.

## To Stop Losses in Co-operative Elevators\*

### A Survey of Elevator Finances and the Method Adopted by a Group of Elevators to Better Conditions

THE plan for the federation of farmers' elevators under one management proposed to a group of seven such companies in Iroquois County recently was hailed as the salvation for hundreds of farmers' elevators throughout Illinois, by George R. Wicker, director of co-operative accounting for the Illinois Agricultural Association, in an interview on the grain marketing situation in Illinois.

"Our work in checking up elevators throughout the state clearly indicates that something must be done at once to stop the losses experienced by so many," Mr. Wicker declared. "Each day brings us new evidence and findings that the elevator movement needs to be placed on a more sound basis."

#### HEDGING CAUSE OF LOSSES

Picking up the audit of a large down-state elevator, just completed, Mr. Wicker pointed to a net loss of more than \$10,000 largely brought about through hedging losses. "We warned that elevator repeatedly to pay closer attention to its hedging operations," said Wicker, "but look at the result. Similar to last year. And this is only one of many examined recently that are in the same boat."

In a recently completed survey of 65 farmers' elevators subject to the audit and examination of the Illinois Agricultural Co-operatives Association, a subsidiary of the Illinois Agricultural Association, Wicker revealed a loss for the group of \$69,039.85 or 55 cents on each \$100 turnover. The income and expense statements were classified into three groups.

Group 1, including 18 companies with a net profit of \$73,251.74, or \$1.85 net profit on each \$100 turnover; Group 2 including 16 companies with a net income of \$18,861.21, or 74 cents on each \$100 turnover, and Group 3 including 31 companies, the operations of which resulted in a loss of \$161,149.80, or \$2.64 on each \$100 turnover.

The seriousness of this condition led the Illinois Agricultural Association through Mr. Wicker to make a study of smaller and more compact groups with a view to determine the causes of losses incurred by unsuccessful companies, and to suggest some remedy.

"In Iroquois County 10 farmers' elevators were subject to our examination," said Wicker. "Because of the fact that they were operating in the same area under practically the same conditions, the comparative analysis was made covering their operations, however, for the same identical period in each case. Fiscal closings were from May 1 to December 31, 1925.

The study revealed that the operations of the 10 companies covered a volume of sales of grain amounting to \$1,821,499.56 and merchandise amounting to \$264,727.76, a total of \$2,086,227.32, resulting in a loss of \$34,471.32. One company had a net income of \$8,120.48 representing \$2.34 on each \$100 turnover; another had a net income of \$2,469.85 representing 91 cents on each \$100 turnover; while another had an income of \$598.27 representing 50 cents on each \$100 turnover.

Seven of the companies incurred losses running from \$768.54 or 47 cents on each \$100 turnover to \$11,204.09 representing \$5.51 on each \$100 turnover.

"Operations continued on this basis will, eventually result in bankruptcy in the case of some companies," said Wicker.

An investigation into the cause of losses revealed speculation in options as one which contributed largely to the total loss. Another specific cause of loss was revealed in the analysis of accounts receivable which showed a credit loss of \$4,955.60. The greater loss, however, was a direct result of lack of information on the part of the manager and the

board of directors concerning the results of their trading operations.

The study revealed that three successful companies operated upon the basis of information which was available, and that their margins were based upon a thorough knowledge of purchases and sales. In other cases it was apparent that no control was exercised over the operations to the extent that fixed margins of profit could be based upon such information.

"This hit and miss method undoubtedly was responsible for the greatest portion of the loss," declared Wicker, "and as this information is applied to each individual company it will be noted that the greatest loss occurred in the companies which evidently had the least knowledge of the results of their operations.

"These conditions led us to the conclusion that the success of farmers' elevator companies must in large part depend upon a business administration by a board of directors which is currently well informed of the results of operations and who with such information at hand are in a position to direct the manager and to exercise some control over management problems. Most of the losses of the 10 companies included in this study were preventable.

"For instance, with regard to hedging or speculation—it is a rule of the Chicago Board of Trade that its members shall not be permitted to execute any hedging contract for an elevator company unless the board of directors of such company has executed an authority and filed the same with the secretary of the Board of Trade permitting the manager to negotiate such transactions.

"The practices of the Board of Trade also require that a copy of each hedging contract and its close shall be mailed to one of the executive officers of the company named in the authority filed with the secretary of the Board of Trade. Therefore, the board of directors should be currently informed of all hedging and speculative transactions executed by the manager.

"It is also apparent that the condition of accounts receivable is the result of the failure on the part of the directors in the first instance to establish definite credit policies. In the absence of such a credit policy, the manager is more apt to work towards a larger volume of business, particularly with reference to merchandise sales, than he is to conserve the capital investment of the enterprise by keeping it in liquid form. The accumulation of accounts receivable has the effect of tying up capital without any interest income and in addition opens up the possibility of loss of the principal. Results show that seven companies had accounts receivable of \$49,579.49. Of this amount \$20,664.36, or 48.68 per cent, was from one to 90 days old; \$13,122.36, or 26.47 per cent, was from 90 days to six months old; \$8,290.90, or 16.72 per cent, was from six months to one year old; and \$7,501.97, or 15.13 per cent, was over one year old.

"It is significant that the most successful elevator in this group is the best financed, having \$50,400 invested capital and \$30,702.85 fixed assets, leaving almost \$20,000 of capital funds and the entire surplus of \$13,933.91 available for operating needs. Its ratio of current assets to current liabilities is 1.7 to 1, while the average for the group is .88 to 1, and in the case of one company the ratio is .34 to 1.

"A business of this character should have capital funds equivalent to 50 per cent more than the amount tied up in plant assets, as a conservative estimate. Only one company in this group exceeds this figure while one other company approaches it. As evidence of the need for available working capital, the following percentages are of interest: Thirty-six per cent of the aggregate net worth of the 10 companies is represented by accounts receiv-

able. Losses rather than income result from this. Eighty-two and one-fourth per cent of the aggregate net worth is required to carry the grain inventories as at the balance sheet dates. This figure will naturally vary at different seasons of the year. It should be noted that serious losses may result from carrying quantities of grain, in the event of a decline in the market, unless hedging sales have been made to offset the inventories. Nineteen per cent of the aggregate net worth is tied up in merchandise inventories. Overstocked and inactive inventories may result in considerable loss, both direct and indirect, through the loss of interest. The average merchandise turnover for these 10 companies is 5.1."

## GRAIN, COFFEE, FAILURE

The long list of commercial and banking failures in northern Italy has been increased by a petition from Guiseppi Vianello, grain and coffee merchant of Venice. He has placed his deficit at 3,000,000 lire, says the Associated Press. Among other important institutions connected with the grain trade in that section, which have failed this season, is the Agricultural Bank of Parma. Refinancing has also been made necessary for the Adriatic Bank, and the Banks of Central Italy.

## MALT OUTPUT UP 46 PER CENT IN TWO YEARS

Makers of malt are fast reviving from the blow that Volstead gave the industry. In 1925, the Department of Commerce announces, their output had a value of \$24,053,000, an increase of 46.4 per cent over the \$16,431,000 volume in 1923. The number of establishments remains the same as recorded in the last census. Of the 22 plants, nine are located in Wisconsin, four in New York, and the remainder in Illinois, Minnesota, California and Iowa.

## HUGE U. S. S. R. HARVEST

The Union of Socialistic Soviet Republics has a wheat crop figure this year almost as long as its name: 2,280,000,000 bushels, an increase of 10 per cent over last year's volume. There is perhaps no area in Europe in which so much grain is obtained at so small an expense of skill and labor, as is the vast territory occupied by the Russians. Expenses of transport and storage, however, are so high as to make the export of grain far less profitable than should be the case.

Taking the latest figures of the Central Committee of the Communist party in Moscow, as a basis, the present surplus is about 600,000,000 bushels. This is over and above the carryover need of the peasantry for its family, cattle and seed reserves.

## IDAHO GRAIN MEN FAVOR NEW LAW

Grain warehouse managers and dealers of northern Idaho have met state and Federal officials in an informal discussion of the new Idaho bonded warehouse statute. At the conference which was held in Lewiston, Idaho, the grain men aligned themselves on the side of a strict enforcement policy, and passed a resolution favoring a special appropriation by the Idaho Legislature to provide funds for thorough enforcement of the warehouse law.

When the grain dealers were asked their opinion of the inspections that are being made of the warehouses by the state and Federal authorities, the majority replied that they would be pleased to have the inspectors visit them but that none had done so up to this time. Mr. Kjosness, Commissioner of Agriculture, explained that inspection would be started this fall with the means available. Those dealers who have had Federal inspection in north Idaho said they were highly pleased with the inspectors and their work, and the opinion prevailed that regular and thorough inspection was an imperative need of Idaho.

\*The account of an interview, published in the *Chicago Journal of Commerce*, of August 7.



## LIVE WEEVIL MAKES LIVE ISSUE

The sum involved, \$135.32, in the dispute between the Transit Grain & Commission Company, of Fort Worth, Texas, and the Texhoma Elevator Company, of Texhoma, Okla., is not significant. But the decision of the Grain Dealers National Association's committee which arbitrated the case, seems to clear up the answer to the constantly recurring question of what to do in event that trade rules conflict. The arbitrators hold that only one of the trade rules can be invoked in the same controversy.

The case grew out of the sale of several cars of milo containing live weevil. The misunderstanding arose over the dockage charge imposed, two cents per 100 pounds. As a ruling on part of the shipment involved, the defendant asked that a Fort Worth Exchange rule be considered instead of Rule 26 of the G. D. N. A.

## A HARDER HARD WHEAT

A young Kansas farmer has started a wheat experiment station all his own. Earl G. Clark, whose farm is near Sedgwick, Kan., believes he has developed a superior strain of dark Hard Winter wheat with a protein content that will make millers sit up and take notice. It was in November, 1920, that Mr. Clark noticed a few grains of wheat in a sample he was preparing for a Chicago show that seemed to be harder than the others.

Mr. Clark picked out 250 grains that seemed extra dark, hard and vitreous and planted them in a test plot. The winter of 1921 was a hard test for the new variety, but it came through it and subsequent seasons in good shape. Late the first summer Mr. Clark harvested the seed plot by hand and carefully stored it away. By means of selection Mr. Clark believes he has definitely established the characteristics of the new variety and he has named it Clark's Super-hard Black Hull.

## PLANS CHAMPIONSHIP COUP

J. C. Mitchell of Dahinda, Sask., has announced that he will attempt to regain the wheat championship of the world captured last year from Canada by L. P. Yates of Fishtail, Mont., at the International Grain and Hay show in Chicago this fall. Mitchell, who has won the wheat championship three times, has a plot seeded to Marquis wheat on his farm which he says will sweep the board at the international show. He took first honors at Chicago in 1919, 1920 and 1924. He did not exhibit at the show last year.

Next to Seager Wheeler, of Rosthern, Sask., Mitchell is Canada's most noted wheat grower. Wheeler won the championship five times. Mitchell came to Canada as a green immigrant 20 years ago from Manchester, England. He homesteaded on a quarter section at Dahinda, 40 miles from a railroad. Now he farms 800 acres. The railroad runs across a part of the land on which he first settled. His farm is now one of the show places of Saskatchewan. In fifteen years of international competition, it is pointed out, Canada has won the world's wheat championship 13 times. The honor has gone to Montana twice on Marquis wheat grown from seed originally obtained from the Dominion.

## FUTURE OF AGRICULTURE IN ARGENTINA

"We may expect that in the future much of the marvelous development that has taken place in the United States during the last half century will be duplicated to a considerable extent in the temperate regions of South America," Leon M. Estabrook, formerly agricultural commissioner for the Department of Agriculture, and now director of the world agricultural census to be taken in 1930 by the International Institute of Agriculture at Rome, thus sums up the results of nearly two years' study of South American agriculture, during which time he was engaged in reorganizing the crop and livestock reporting service for the Argentine Republic. The

purpose of Mr. Estabrook's study was to determine the importance of South American agriculture in the world markets and as a competitor of the United States in the marketing of crops of which this country produces a surplus.

Argentina, Mr. Estabrook says, has a cereal region as fertile and as large as the corn belt of the United States, but only about 16.2 per cent of it is in cultivation. Except for limited areas that are too wet, the whole region is ideal for crop production and can be brought under cultivation merely by breaking the sod. The wet areas can easily be drained. "Since the potential cereal area is now used as Alfalfa pasture," he says, "livestock produc-



LOADING EXPORT GRAIN IN ARGENTINA

tion will probably decrease with the expansion of agriculture. On the other hand, the quality of livestock may improve and dairy production may be expected to increase greatly in quantity, quality and value."

Mr. Estabrook believes that natural conditions are favorable to the development of a prosperous cotton and tobacco industry in northeastern Ar-

cultivation, and prices are about one-third to one-half those in the United States. For present crop areas and production, the supply of labor is ample and wages are low. The average size of farms in the cereal region is large; modern machinery is used, and the management of labor, equipment and farm operations is economical, so that the average production is large per man and per farm organization, but is small per unit of land. Cost of production of crops, livestock and livestock products is low, and distances to ports are relatively short. Rail and water transportation facilities are good, but country roads and schools are poor at the present time.

"To an observer from the United States, much of Argentina at present suggests conditions in the newly settled portions of Texas, Oklahoma, Kansas and Nebraska 25 or 30 years ago, except that the smaller towns usually have an ornamental park, electric lights, motion pictures, automobiles, telephones, radio outfits and other modern conveniences unknown in those days. There are the same great expanses of virgin prairie, herds of cattle and horses, interminable wire fences, absence of graded roads, and great distances between houses, schools and small towns.

"Obviously," he declares, "the agricultural and economical development of Argentina waits on population and change of organization from a land of large estates with absentee landlords to a system of smaller holdings by families that make their living on the land and contribute by their labor and purchasing power to the development of the country and to the national welfare and prosperity."

## POTENTIAL AGRICULTURAL PRODUCTION IN PARAGUAY

Paraguay has good soils, a semi-tropical climate, and abundant rainfall in the eastern two-thirds of the country, Mr. Estabrook says. Of the total area



ELEVATORS ON THE WATERFRONT, BUENOS AIRES

gentina. "The future of the sugar cane industry," he says, "will depend almost entirely upon increasing population and the domestic demand. Highly specialized crops such as wine grapes, fruits and Alfalfa under irrigation in the North and West may be expected to increase whenever freight rates are reduced and market conditions are favorable. The production of high quality apples and pears in the Rio Negro country to the south should develop into a profitable industry. The production of oil seeds, such as cotton seed, peanuts, soybeans and castor beans, in addition to linseed, may be expected to increase greatly with increase in population and facilities for crushing the seed.

## GOOD SOIL AND LABOR CONDITIONS

"Land is abundant, fertile, easily brought under

less than one-fifth of 1 per cent has ever been cultivated, although approximately 58 per cent of the total area is prairie.

"Making due allowance for broken and heavily wooded country, and for rivers, swamps and semi-arid regions not adapted to agriculture," he declares, "it is believed that at least 32,000,000 acres of prairie and 18,000,000 acres of sparsely wooded land, or a total of 50,000,000 acres, is well adapted to crops and livestock."

Full details of the survey have been published in Department Bulletin No. 1409-D, "Agricultural Survey of South America: Argentina and Paraguay," copies of which may be obtained, as long as the supply lasts, by writing the Department of Agriculture, Washington, D. C.





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#### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers National Association and of the Illinois Grain Dealers Association

CHICAGO, ILL., AUGUST 15, 1926

### IS TICKER TAPE RED?

FOR the private office, the standard ticker fixture approximates perfection. The tape unwinds and you have in your hand the quotation made in the pit so many splits of a second before. In the trading room, where the interests of a group, rather than an individual, must be considered, the tape gives an inadequate service. Inadequate in spite of the marker up boys who relay the dope with chalk. When there's a crowd and seconds cost money, ticker tape is red tape information.

Now comes the movie ticker. As the tape unreels, the markings are projected on a screen in the center or at the side of your lobby board. Instantaneous record in letters eight inches high. As the tape unreels, the image on the board moves on at the same rate. It multiplies your ticker service by 10 or 40, depending upon how many chairs are filled. Marker up boys needn't worry. There's work enough for them coming in outside of the main wire.

### THE HARVEST IS SOLD

TOURISTS in Chicago seem never to tire of the picturesque spectacle of business as it is wigwagged on the Board of Trade. The significance of the upstretched arm and finger signals is rarely understood by outsiders, yet it is the indispensable deaf-and-dumb language of the grain trade. The quick, oblique upward thrust of the right arm of each broker standing in the trading pit, may recall to some the eager gesture of

salute adopted by the Fascisti since Mussolini's rise to his Caesar-like popularity. The brokers, however, are rallying not around a dictator, but a price.

Sharp and clear above the lung static on change come the signals. The whole hand displayed vertically means 25,000 bushels, each finger counting as 5,000 bushels. Price in even cents is indicated by the clenched fist, held horizontally. Each horizontal finger separately extended represents an added eighth of a cent up to five-eighths. The extended hand with fingers horizontal but close together, means three-quarters, and thumb raised separately is a signal for seven-eighths. Whether the grain is offered or is being bid for, is shown by the position of the palm from or toward the trader.

By this method, contracts for grain by the million bushels, are sealed daily. It is the farthest cry from red tape in the nation's business.

### THE COST OF HANDLING GRAIN

A SURVEY of farmers elevators in Minneapolis by the University and the U. S. Department of Agriculture, Minnesota Bulletin 224, shows a variation in size from 10,000 to 60,000 bushels capacity, and a variation in quantity handled from 25,000 bushels per year up to 500,000 bushels.

While the cost of operation, in a general way, decreases in inverse ratio to the amount handled, this factor alone is far from determining the cost of handling grain through the elevator. The elevator which handled 500,000 bushels had a unit cost of about two cents per bushel, and the one which handled only 25,000 bushels in a year had a unit cost of 13 cents. But between these extremes, the figures are far less conclusive.

There was one group of 16 elevators with volumes between 100,000 and 125,000 bushels. Within this group operating costs varied from 2.5 to nine cents a bushel. In another group of 12 elevators handling from 150,000 to 175,000 bushels, the cost ranged between three and nine cents.

Condition of equipment may be responsible for such a difference in some cases, but we imagine that the experience and the wisdom of the manager is the chief factor involved.

### GETTING NEW ORLEANS GOING AND COMING

IN July, 1925, 287,000 bushels of wheat were exported from Galveston, Texas. In July, 1926, 13,000,000 bushels were shipped. This increase of over 400 per cent has been largely paid for by New Orleans. Federal agencies have discriminated (unintentionally perhaps) against the latter port in no uncertain manner.

On the one hand, the United States Shipping Board has made the rate between Galveston and English ports equal to the rate applicable between New Orleans and English ports, although New Orleans is much nearer those foreign destinations. The Interstate Commerce Commission, taking the opposite view as to the mileage rate question, has re-

fused to give New Orleans a parity with the Texas ports on rail rates from the harvest area in Oklahoma and Kansas from which New Orleans is farther than Galveston.

Is it not possible for Federal agencies to get together on a single policy in the matter of mileage rate making? No one begrudges Galveston her shipping prosperity. Neither does any fair mind like to see the grain trade in the Crescent City put through the kangaroo court of conflicting rate makers.

### MINNEAPOLIS AHEAD SO FAR

THE representatives of grain markets in Chicago, Duluth, Omaha, Kansas City, St. Louis, Indianapolis, Louisville, and Peoria, have united their protest against the new Minneapolis rate reduction to become effective the last week of this month. The reduced all rail grain and flour rates from Minneapolis to the Atlantic coast were announced voluntarily by the M. & St. L. Railroad. This line seems to feel that its bread is buttered on the Minneapolis rather than the St. Louis side. It has made an extravagant bid for favor from the grain trade at the former point.

### FALL PROSPECTS

THIS year, American elevators will handle a crop smaller in volume than the five-year average by 270,000,000 bushels. Last year, for the first time in the history of the United States, a decrease in crop areas was shown by a five-year census. As part of the 19,000,000-acre reduction took place in the corn and Winter wheat belts, it is not surprising that reflection of this fact should be found in current grain reports.

Government figures released a few days ago indicate a corn crop of 2,577,000,000 bushels, a decrease of 84,000,000 from the July figures, and a reduction of 328,000,000 bushels from last year's heavy crop. Oats are running 190,000,000 bushels short of last year. Rye prospects are improving but yet register below last year's figure. Barley is short 26,000,000 bushels from 1925, while the flaxseed volume is off 2,000,000 bushels.

As a dessert to be taken after these decreases, comes the August wheat indication of 839,000,000 bushels, a total gain of 72,000,000 bushels for the month and 173,000,000 bushels over last year. Winter wheat this year will run about three bushels more to the acre than it did for the five-year average from 1921 to 1925 inclusive, and six bushels more than last year's low harvest of 12.8 bushels per acre.

### ABOUT THOSE MILL STOCKS

A GREATER degree of accuracy is to be expected from reports of grain stocks than from grain forecasts. The goal of those seeking grain stock data, is real grain actually on hand. The other goal is the best guess on a probable outcome. It is disconcerting then, to have the midyear wheat stock report from Washington, D. C., shot sky high as it has been by the error disclosed



this month. Combining with the mill and elevator stocks of 22,980,000 bushels, as reported by the Government, commercial visible stocks of 16,486,000 bushels, and the 20,739,000 bushels on farms, all of July 1, 1926, a total midyear carryover is shown of 60,205,000 bushels, over 20,000,000 bushels short of last year's report. Millers National Federation reports, however, show the mill and elevator wheat stocks to be 53,477,648 bushels on July 1, which makes the total carryover 90 some, instead of 60 some millions of bushels. It may seem unfair to credit the latter report and discount the Government report. Yet the statement concerning source of data is much more reassuring in case of the millers' estimate, than in the case of the "official" report.

## EDITORIAL MENTION

Arthur Brisbane declares Texas, under intensive cultivation, could feed the world. We hope he is allowing standing room for the elevators.

An English theorist has chosen the second week in August to announce that the world faces a wheat famine. A trip through the Southwest might cheer him.

Good wheat. Fair price. A record harvest. It will take a lot of dictating by even as good a dictator as Mussolini, to reduce shipments to "The Boot" as much as he would like.

The most significant feature of the wheat crop this year is that the United States has 200,000,000 bushels as an export surplus, while Canada has 217,000,000 bushels, against 321,000,000 bushels last year.

Fourteen sailors deserted a lake grain vessel when it was announced that it was to carry a cargo to England. The captain might have displayed resourcefulness by offering double time pay for seasickness.

Tramps went south in July this year. That is, tramp steamships. Higher cargo rates from southern ports served as magnets for many vessels that ordinarily might have been serving Montreal this season.

During the first week of this month, the Saskatchewan Wheat Pool took over the Saskatchewan Co-operative Elevator Company. That move makes it the largest pool in the world. There are 572 country elevators in the system.

Reports from 44 "commodity committees," representing all of the principal agricultural and industrial interests of the Middle West, indicate that for the next three months, generally satisfactory business conditions will prevail. The Midwest Shippers' Advisory Council predicts a decrease in business during the next 90 days for one group of industries, a par volume for a second group, and a noticeable increase for a third group which

includes grain and grain products. The increase is to be as compared with the tonnage a year ago, the small volume of which produced a bumper crop of pessimists.

Although grain stems in many fields in certain sections of North Dakota are only from six to eight inches tall, the heads are filled out to the very tip. The berries are giving the growers there a great surprise by filling out in a way that will make them grade No. 1 Dark Northern.

The tidal wave of wheat from the Southwest has shown up the weak points as well as the strong points in the grain trade of a dozen terminals. Most of them are meeting the test admirably. The wealth of new wheat is paying for the great advances made for new equipment the past year.

Operating losses of several hundred thousand dollars are expected by the Shipping Board on the extra vessels pressed into service for the new wheat and flour. This loss has been made up several times already by the price stabilization brought about by having these vessels available.

The condition of Spring wheat dropped from 64.8 per cent of normal in July to 54.8 per cent on August 1. Probably the exceptionally heavy loss in condition is due as much to the insufficiency of sub-soil moisture during the entire growing period, as to the lack of rainfall during the past month.

Senator Brookhart doubts "whether the existing railroad system will be necessary at all in a very few years." He conjectures that we could build 100,000 miles or so of good roads and dispense with it. Moving a harvest to the terminals by motor trucks is an idea that only a Brookhart could think of.

The Department of Agriculture has issued a wheat statement by classes. It appears from it that our main surplus of the bread grain will be Hard Red Winter, with a minor surplus in Durum, and a doubtful overage in Soft Red Winter. A deficit of Hard Red Spring is indicated as compared with normal requirements.

Because of the low average efficiency at which threshing machines are now operated within the state, Illinois farmers lose more than 2,270,000 bushels of small grain annually, while threshermen themselves lose in the neighborhood of \$100,000, according to investigations reported by the College of Agriculture, University of Illinois. Perhaps that accounts for some of the "invisible loss" with which farmers so often charge the elevator operator.

In some quarters there is now considerable agitation to secure exchange rules prohibiting trading in futures more than five months away. Last fall, it is pointed out, there was trading in 1926 July wheat before the wheat had been sown. The proportion of such trade is low. Just what actual, specific damage they do the market is a problem for the

theorist. But if those who condemn the practice can offer a fair amount of damning evidence, the trading rule will likely be made. What is another rule or two to an exchange today?

The elevation charge at certain Montreal elevators, four-tenths of a cent per bushel, is being assailed as unfair. The shovelling charge of \$2.25 per 1,000 bushels is also felt to be high. Inasmuch as stevedores there are always ready to contract for this work at the rate of \$1 per 1,000 bushels, the complaint seems justified.

Corn Products Refining stock (par \$25) has just earned \$1.80 a share in six months. Des Moines, Iowa, capital of the greatest corn state is the logical place for another unit of the corn refining industry. Des Moines bankers might well do something along this line, rather than hold committee meetings on legislative farm relief.

Comments on the Montreal grain congestion by eastern grain men seem to carry the implication that lack of buying activity abroad has been the cause for crowded elevators at the northern port, rather than lack of ships. The reason thus offered is good as far as it goes. But slow European buying has only been one of the causes.

The need of arbitration committees chosen from a national grain dealers' organization is shown by the inter-state nature of the disputes that come up for settlement. In one case now disposed of, the plaintiff was a firm in Richmond, Va., and the defendant a Battle Creek, Mich., house. In another case Minneapolis, Minn., and Louisville, Ky., were represented.

At 10:30 a. m., on August 2, trading in wheat futures was formally opened in the new pit of the New York Produce Exchange. The first transaction was the sale of 5,000 bushels of September domestic wheat at \$1.47 $\frac{5}{8}$ . The new market has over a score of members—only a handful compared to the Chicago Board. But no exchange can be born full grown.

Bean elevator men should be glad to know that the power of the humble bean has been forcibly illustrated on the Yangtse River, China's great water highway. The *Rhineland*, filled with beans, collided with another ship on July 30. Owing to the leak, the beans began to swell. Decks bulged. Seams opened. The *Rhineland* was almost a total loss. Watch your roofing.

During the same week that our wheat imports for consumption were cut to zero, wheat exports showed a tremendous bulge: 5,532,000 bushels of wheat went out during the week closing July 31, compared to 3,195,000 bushels the previous week and 784,000 bushels for the corresponding period last year. Total grain exports for the week were 6,388,000 bushels compared to last year's figure of 2,380,000.



W. H. TOBERMAN  
St. Louis

# NEWS OF THE TERMINAL MARKETS

A. E. RUST  
Cairo

## MINNEAPOLIS RULES UPHELD

About nine years ago the Federal Trade Commission investigated the Minneapolis Chamber of Commerce. As a result the Chamber was ordered to cease and desist, this, that and the other thing. The Commission of that day had the habit of giving orders which various U. S. courts countermanded. So it was in the Minneapolis case. The order of the Commission was appealed to the United States Court of Appeals and a decision has been rendered. The court upheld the property right of the Chamber of Commerce in its quotations; it also upheld the uniform commission rule and the track buying rule. The order referring to admission of co-operative associations to membership was dismissed on the ground that the United States Futures Trading Act took care of it.

The batting average of the Federal Trade Commission in having its orders upheld by the courts, is so poor that this case adds little to the record, but only confirms the former impression of pathetic fatuity of the Commission of nine years ago.

## NEW LAW PUTS BURDEN ON EXCHANGES

By a new law relative to Department of Commerce procedure, vessels arriving or departing in commerce between domestic ports on the Great Lakes are not required to enter and clear at the U. S. customs offices, effective August 1.

This innocent appearing law threatened to play havoc with the receipts and shipments reports, which are so important to the grain trade, as all lake receipts and shipments were obtained daily from the custom house reports.

Immediate action was taken by officials of the Chicago Board of Trade in view of the handicap to the organization's long established statistical department. James J. Fones, secretary, and Lyman C. West, statistician, were in communication with shippers and others at Milwaukee, Duluth, Toledo and other lake ports.

It was announced by Board officials that arrangements had been completed whereby a record of grain shipments and receipts will be available during the season of open navigation.

"It strikes me that this is a foolish law," said Mr. Fones, "and my first impression was that it was legislation which might prove a great boon to the bootleggers. Since the early days of shipping, we have been able to keep accurate statistics as to the visible supply of grain, flour, salt, lumber and other commodities moving on the Great Lakes during the navigation season.

"With this law becoming effective, we were greatly handicapped, as it left us without the regular daily reports which came through Government channels and were based on the arrival and clearance reports of the vessel masters to the customs officials.

"We have made arrangements whereby we will be able to keep up the records here through our weighmaster's department. We also have been assured assistance from Milwaukee, Duluth and other cities, and we have requested the local vessel agents and brokers to aid us in the emergency."

Lyman C. West, statistician in charge of the records at the Chicago Board of Trade, gave some idea of what the legislation means to the grain trade of Chicago when he explained that during July there was shipped from this port by water 4,099,000 bushels of wheat, 2,312,000 bushels of corn,

1,797,000 bushels of oats, 594,000 bushels of rye and 153,000 barrels of flour.

"Unless some quick measures were taken, it would have been impossible to know where all the grain and other commodities shipped from this market was going, how much was shipped and where or what boats were loading or who was buying," said Mr. West.

"We were all at sea at first, but by means of our own machinery we will be able to get the grain arrivals and clearances, as well as the names of the vessels and their destinations."

## S. C. ARMSTRONG HAS NEW HONORS

At the annual meeting of the Seattle Merchants Exchange Clearing House, S. C. Armstrong of the Fisher Flouring Mills Company was named president; L. P. Baumann of the Seattle Grain Com-



S. C. ARMSTRONG

pany, vice-president; Percy S. Brown of the Ryer Grain Company, treasurer, and H. L. McIntyre of the Washington Co-operative Egg and Poultry Association, secretary.

The above officers were chosen by the trustees who were elected as follows: S. C. Armstrong, L. P. Baumann, Percy S. Brown, W. A. Kearns, H. W. Collins, H. L. McIntyre, H. P. Chapman, Chas. H. Lilly Company; Phil Benedict, Kerr Gifford & Co., Inc.; Harry V. Wylde, Novelty Mill Company; J. Mikkelsen, Mikkelsen Grain Company.

Announcement has also been made by President F. G. Horner of the Grain Dealers National Association, that S. C. Armstrong has been appointed chairman of Arbitration Committee No. 6, of the Association. He will serve with Edwin L. Dial of San Francisco and Frank E. Ryer of Portland.

## CONDITIONS IN INDIANA

Wheat: Threshing practically all done in the southern half of the state. Northern half is just beginning. We have had considerable difficulty in holding the threshing up until the wheat was in condition. A few first loads went as high as 17 per cent moisture, but all of this kind of wheat was necessarily stopped from threshing. Before yester-

day's rain the moisture was around 13 to 14 per cent and getting in good condition. We are finding considerable of the wheat sprouted in the shock which may cause this to grade lower on account of test weight. Yields have been exceptionally large, running as high as 45 bushels to the acre and until the heavy rains it graded practically all 16.1. We have not had any cars on the market since the rain to know how it will grade. Farmers have sold freely and we feel that when threshing is finished there will be very little wheat on the farms. Price has been mainly satisfactory around \$1.25.

Corn: Receipts of old light. New crop making rapid growth and being forced by hot weather. Rains have been beneficial. Practically all in tassel of the early planted. About one-third of the crop, however, still looks "sick". Hogs are worth around \$13 cwt. net to the farmer.

Oats: Threshing has just begun. Oats received are testing 30 to 32 pounds. A good color before the rain.—Crabbs Reynolds Taylor Company of Crawfordsville, Ind. Crop letter received August 9.

## STORE GRAIN AT HOME

In a recent review Southworth & Co., of Toledo have the following in regard to storing on the farm:

"Never before has there been such a rush of grain to market. Favorable weather increased Winter wheat yields. Price per bushel is lower than recent years, but large yields make big price per acre. The farmer is cashing in.

"The big rush of wheat to market has taxed railroads and terminal facilities. Many mills would like to take on additional amounts of Winter wheat on account of its excellent quality, but have not the storage room.

"Cash wheat prices are influenced as much by storage space as they are by supply and demand. Never before has wheat sold at such a discount under future deliveries. The farmer and the country dealer can make this difference by storing their grain at home. They can protect themselves against price decline by sale of December or May wheat. The wheat will all be wanted some day, and cash prices will work much closer to the futures as soon as the big rush is over. The same is true of other grains. Lack of storage space in most markets prevents greater accumulation at market centers and forces cash prices to abnormal discounts. Most large dealers and some small ones hedge their cash grain by the sale of futures. This assures dealers of a certain profit and no worry. If the method of doing this is not entirely clear to you will be glad to explain."

## GUESSING AT THE CROP

A market writer on one of the Chicago papers recently took occasion to scoff at the seriousness with which the announcement of crop guesses by private or Government experts is received. That these reports have a marked influence on the market is undeniable. But it is unreasonable to suppose that the shrewd men who make up the bulk of grain traders would give any undue weight to such reports unless experience had shown them to be, perhaps not accurate as to the exact number of bushels to be harvested, but at least indicating definite gains or losses in crop prospects. But here is what the newspaper writer says about it:

"The crop reporting business, as a sound, scientific system of achieving accurate estimates, is altogether absurd and it is time that its authority as such was exploded. Such estimates are taken too



seriously by the uninformed and become an undue market influence.

"Often the estimates have considerable accuracy, but it always should be remembered that when such is the case that is only because they happen to be good guesses. The business of making such guesses from month to month and having them increase or decrease millions and millions of bushels is all right so long as it is clearly understood that the figures offered are guesses—valuable or worthless only as they prove later to be accurate or ridiculously at variance with the outcome; but when they are taken as a learned result of scientific and dependable data, they may be harmful. Crop estimates are no more than opinions, and are worth just as much as an opinion on the market itself. If the opinion is correct it is good; if the opinion is wrong it is bad. There is no agricultural lore or science about the matter."

### CINCINNATI CROWDED WITH GRAIN

The movement of cash grain to this market for the past 30 days has been exceptionally heavy. The movement of wheat is falling off to some extent, but at the present time the facilities in this market are badly crowded. Movement of corn has been good, and the movement of new oats has just started. At the present time the only outlet for wheat is for export, and the domestic demand for corn and oats, also wheat, is very poor.—*The Early & Daniel Company, Cincinnati, Ohio, in letter of August 11.*

### MILWAUKEE RECEIPTS LIGHT

Receipts of wheat have been unusually light here, although prices have been fully in line with competing markets. The districts which usually ship wheat to Milwaukee either have a short crop or have not started to ship and we anticipate a good business in wheat a little later.

We are getting very attractive prices here for corn and the demand seems to be very good, particularly for yellow varieties.

New oats, however, are being discounted somewhat on account of the light test weight, but this, of course, will disappear as soon as the old oats discontinue arriving on the market.

This market is showing considerable activity in barley. The samples which have been displayed so far indicate that there will be quite a range in quality, and, of course, also in prices. The early run of samples indicated a very bright quality and later samples show considerable stained barley and we notice some of this has been arriving rather soft and, of course, discounted from one to two cents. We anticipate a very good barley business all through the season.—*From letter of August 11 from E. P. Bacon Company, Milwaukee, Wis.*

### PEORIA ABSORBING ARRIVALS

Concerning wheat, there has been rather a small volume here so far in the Peoria market. Early arrivals were of very fine quality, in good condition, grading No. 1, No. 2 Red and Hard, but since the rains 10 days ago the condition of wheat coming here has not been good. It has been mostly very damp, even wet, and inspected Sample Grade. We have rather an indifferent market for wheat here and prices ruled relatively like Chicago.

The corn arrivals for the past two or three weeks have been rather light for this market. Our industries are using around 60,000 bushels daily and we have not been getting a sufficient quantity of fresh arrivals to supply them so they have been getting part of their supply from elevators here and also from outside accumulation points. Prices have ruled well here and have been for the most part rather better than other competing markets.

The oats movement headed for the primary markets has been a light one amounting, so far as this market is concerned, to scattering cars of old oats up to 10 days ago when the new oats began to arrive. For a while they came here in good shape, grading mostly No. 2 and No. 3 White and testing 27 to 31 pounds and were rather satisfactory to the trade, but since the heavy rains they are arriving wet and hot and while in larger volume the

receipts have been light. There is a large portion of the Illinois territory where the crop is almost an entire failure and the heavy rains seem to have put the finishing touches on the situation. Values here have ruled fully up to other markets and the good quality of oats have been better than other markets and, while the poor, hot stuff is hard to handle, there seems to be a demand here to take care of it. The prices are in line with other primary markets.—*Letter from P. B. & C. C. Miles, Peoria, Ill.*

### NEW "MOVIE" TICKER AIDS TRADERS

The ticker is keeping up with the times and adding to its recognized dramatic values. It has entered the "movie" field, and at the office of J. S. Bache & Co., Chicago, one can see the Trans-Lux or "movie" ticker in use—one operating on stock quotations and another registering the grain market. The picture on this page shows the illuminated space provided for projecting the quotations inserted in the middle of the blackboard.

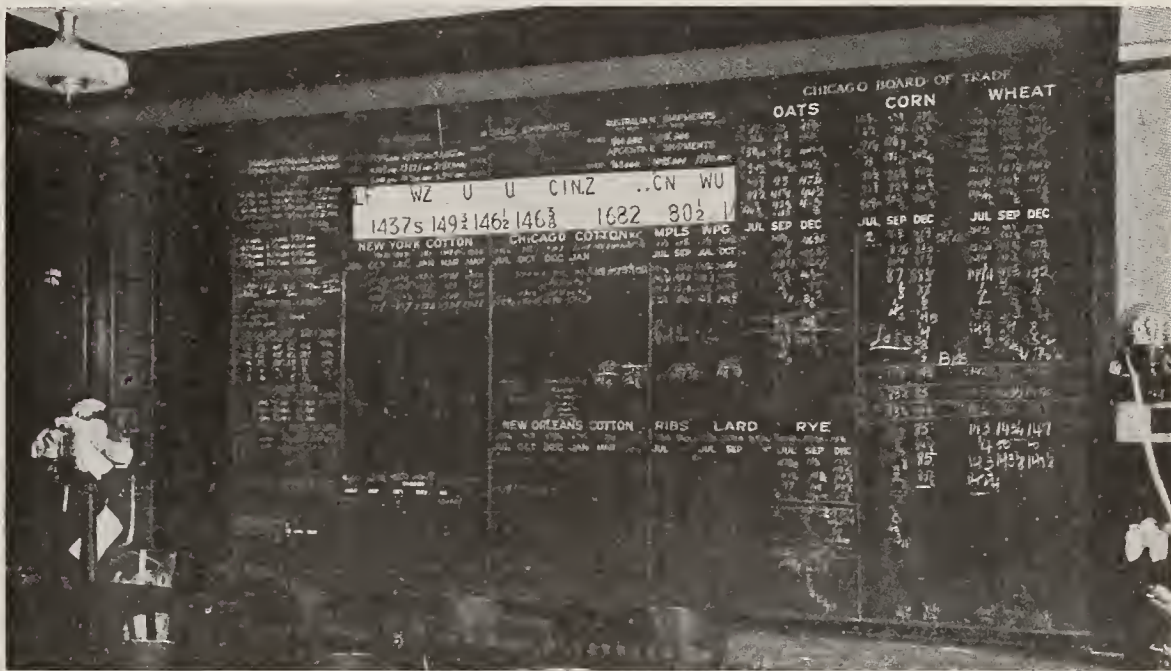
As the regular ticker gets its record, the "movie" ticker reports the same data simultaneously and flashes it in on endless moving record in the panel for that purpose. This supplements the old ticker, which is still used as before. However, the gathering of large groups of traders around the ticker is practically eliminated, as they can now sit in their

floor had been handsomely decorated and elaborate plans made for the reception and entertainment of many prominent local guests as well as many from out of town. More than a thousand members of the Produce Exchange, the New York Stock Exchange and the New York Cotton Exchange were gathered around the new pit a few minutes before 10:30 a. m. when President B. H. Wunder mounted the "pulpit" and delivered a formal address, stating briefly the history of the exchange, its ideals and its hopes. Promptly with the ringing of the opening bell trading started, the first deal being a sale of September wheat by Carl Andrus to "Tom" O'Neill. Trading then became active and at the end of the day it was stated that close to 3,000,000 bushels had been traded in; not a bad start, especially in view of the fact that foreign participation was curtailed by the bank holiday in Great Britain.

At the end of the first week of the market's operation Chairman Hansen summarized conditions as follows:

The first week of the New York grain futures market is over, and it is very gratifying to be able to assert that this market is a fait accompli. There is no doubt that it is here to stay forever, and in spite of the dullness of trading in all the grain futures markets, our newcomer has proven itself full of life, and shows signs of steady growth.

It is interesting to observe our market fulfilling the purpose for which it was formed. Situated as it is, half way in between the production fields and the



GRAIN "MOVIE" TICKER IN J. S. BACHE & CO.'S OFFICE

chairs and read the market reports from any position in the room. In brokerage offices where the Trans-Lux tickers have been located at one side and away from the blackboard, it has been noticed that at the close of business chairs are almost all turned in that direction, indicating that the new device has had the attention. The new installation at the Bache office, which puts the "movie" ticker with the blackboards, has the advantage of requiring a minimum of effort for those who are following both blackboard record and ticker returns.

### NEW YORK ARISES AGAIN AS A GREAT GRAIN MARKET

By C. K. TRAFTON

Any "Old-Timer", say anyone of the "old boys", who was active in grain markets from 30 to 50 years ago—would have said that it surely did look like "the good old days" if he could have been in the floor of the New York Produce Exchange on the morning of Monday, August 2, 1926. For there, right in the same old corner of that huge, impressively proportioned floor was a real "live" wheat pit. The day in question marked the final triumph of those who have been struggling for the past 10 years to have trading in future contracts resumed. When we say "struggling" we mean that the wish has always been there, but the efforts to bring it to pass were also spasmodic and short-lived, until the real "big push" began early this year with the appointment of a special committee headed by Axel Hansen.

In anticipation of this great event the trading

consumption markets, it is acting as a buffer market between the influences of the selling interests and the buying interests. In other words, the influences of the European markets which have shown relative strength, are apparently felt more keenly here than in the western markets. That is exactly the way it should be. While the movement is on in the West, the western markets are likely to be particularly influenced by it. Our New York market, of course, cannot go beyond the full shipping difference between the West and the East, but this difference is now practically established and our market thus offers the most wonderful hedging market for the grain that from now on is flowing eastward to the consumption districts.

The manifold interests in our market are becoming daily more and more manifested. During the last week we have had applications for membership in our Clearing House from a number of concerns. Two of the largest grain firms abroad, L. Dreyfus & Co., and Continental Grain Company, have joined the Clearing House. We have had several applications from stock exchange houses, and a great many new members have joined our market. One of the largest, or probably the largest western trader, Arthur Cutten, is one of them.

The growth of our market is sound, slow but sure. There has been no great spontaneous outburst of trading, which often is the case with a new enterprise, then followed by an unfortunate reaction. In our market everybody is feeling his way, and it is showing a natural steady growth. The confidence in our market is shown in the further increase in value of the New York Produce Exchange memberships, which during the week have increased several hundred dollars and are now selling close to the \$4,000 mark. In other words, they have doubled their value during the last few months.

Continuous quotation service is now being worked out between our exchange and the Chicago Board of Trade and other western markets, and this will result



in a steadily increasing spreading business between the East and the West. Foreigners are showing more interest here, and orders are being received from abroad. These orders come from all points of the world, and will furnish a large percentage of the daily turnover in the future.

It is unfortunate that the export business during the last few days has been of rather small volume, but a fair business has been done on the basis of the New York futures market, and just as soon as the export trade assumes larger proportions, the hedging against this sort of cash business will count a great deal. Everybody has been very much cheered by the last week's performance, and as time rolls by, trading is bound to become of larger magnitude.

We regret that lack of space makes it impossible for us to give more details regarding the trading rules, but the two most interesting features are the provisions for trading in either domestic or bonded wheat and the designation of Buffalo as a delivery point.

## CONDITIONS SATISFACTORY AT INDIANAPOLIS

Conditions in our market recently have been very satisfactory. There has been a very good movement of corn which has been well taken care of and some of the new oats were coming before the rains in very satisfactory condition. The probabilities are that they will not do much good from this time forward as the rains have been heavy and frequent so that a moderate amount of threshing has been done.

The wheat was very largely threshed before the rains. The grade, the yield and the movement was very satisfactory. There is a good call yet for all good milling grades and we believe that the low grade wheat is selling to better advantage here than in other markets when we compare the receipts and prices.

It would seem now that conditions are favorable to consignments and with a low government figure on corn we expect a steady market.

Wheat might sell a little lower for the reason that large mills are pretty well stocked and room is rather scarce.—*H. E. Kinney Grain Company, letter of August 12.*

## RAINS DAMAGING GRAIN IN ILLINOIS

*Wheat:* Threshing of wheat going on generally in this territory although rain is interfering with it somewhat, while yields are generally satisfactory. The wheat that is being threshed too soon after the rain is arriving here wet and some heating and hot selling at big discounts and quite unsatisfactory to all concerned, but is being taken care of by the trade at prices which compare favorably to all other markets.

*Corn:* Receipts have been light for quite a while and prices have gradually worked higher. There has been and is now a very good industrial demand for all grades of corn at prices in line with other markets on graded corn, while off grades have been in good request at prices above all other markets.

*Oats:* The movement of old oats has been light but new oats are moving in fair volume, while those moved before the rains were good color. Test weight is considerably less than last year and the yield in most of the territory is also considerably less than last year. The oats that have been moving since the rains are very poor in color and many of them arriving heating and hot; this along with the light weight makes them hard to handle and unsatisfactory to all concerned. This market is taking care of them at prices which are in line with other markets.—*Letter of August 11 from the Mueller Grain Company, Peoria, Ill.*

## THE MARKET AT CHICAGO

Pope & Eckhardt Company of Chicago says in letter of August 12: Wheat—lost 1@1½ for September, ⅞ for December, ⅝ for May. Lower Liverpool and reports from the Winnipeg *Free Press* and a local authority that Canadian crop is much larger than Government figures, the depressants. Kansas City wires say that receipts will again show an increase, causes for delay on the Santa Fe lines have been removed. The demand for cash offerings good here; prices vs. September fairly maintained.

Local bull sentiment is encouraged by European crop deficiencies and their import requirements.

*Corn:* is up ⅛ for September and May, unchanged for December. Shippers report fair cash sales. Trade views here differ widely on the growing crop possibilities. We look for much improvement during this month. There were rains in Kansas and Missouri, more rain in Nebraska and good rains in Iowa. Hogs higher, cattle steady, sheep weak.

*Oats:* off about ¼ for September and December, May slightly lower. Bullish support has been discouraged by the quantity and prices for the badly weather damaged lightweight offerings; good prices are maintained for heavy and better selections. A fair domestic cash trade.

## CROP EXPERTS' ESTIMATES

The four Chicago crop experts, whose reports on the first of each month during the growing season receive considerable attention from the trade, show a wide difference of opinion in their estimates of August 1. Here is the way the various estimates look, in millions of bushels:

	Winter	Spring		
	Wheat,	Wheat,	Corn,	Oats,
	Bushels	Bushels	Bushels	Bushels
Snow .....	643	208	2,566	1,278
Murray .....	630	213	2,602	1,302
Bryant .....	596	197	2,605	1,304
Cromwell .....	601	187	2,648	1,290

The averages of the four reports are: Winter wheat, 617,000,000; Spring wheat, 201,000,000; corn, 2,605,000,000; oats, 1,290,000,000. The differences in results in the case of Winter wheat is in the average yield per acre. Bryant estimates it at 16.2 bushels while Snow says 17.5 bushels. The average of the four reports as to condition is: Spring wheat 56.4; corn, 74; oats, 70.5.

## VOLUME OF GRAIN FUTURES TRADING IN JULY

Hedging the new wheat crop was responsible for a considerable increase in grain futures transactions at Chicago in July, according to the report of the Grain Futures Administration. The total for all grains for the month was 1,821,240,000 bushels, as compared with 1,520,137,000 bushels in June, and 1,835,842,000 in July 1925. The total of July trades in bushels was divided as follows, and for purposes of comparison the total for each grain for June is given in parenthesis: Wheat, 1,236,527,000 (1,050,089,000); corn, 418,045,000 (320,783,000); oats, 94,767,000 (99,411,000); rye, 71,901,000 (49,854,000).

The average open contracts in futures at Chicago in July, on the "short" side of contracts only, were: Wheat, 87,023,000, compared with 84,845,000 in June and 90,783,000 in July of last year; corn, 52,196,000, as against 60,624,000 in June and 46,553,000 in July 1925; oats, 31,397,000, compared with 36,631,000 in June and 33,374,000 in July last year; rye 12,393,000, as against 9,751,000 in June and 8,895,000 a year ago in July.

## CHANGES IN MEMBERSHIP

*Chicago.*—The memberships of the following on the Board of Trade have been transferred: Estate Louis Vehon, Stuart H. Lewis, John C. Ross, Jess Taylor and James J. Godfrey. New members on the Board are: Henry Perbix, Fred W. Wichman, Francis J. Pullen, Otto B. Englisch, Vincent W. Rooney. Harry B. Stewart has been suspended. Reported by Secretary James J. Fones.

*Kansas City.*—J. Juul has been admitted to membership on the Board of Trade. Hale W. Manuel is another new member.

*Milwaukee.*—Harry F. Lau is now a member of the Chamber of Commerce. The membership of J. W. P. Lombard, deceased, has been transferred.

## TERMINAL NOTES

The St. Louis, Mo., office of the Hall Baker Grain Company of Kansas City, Mo., has been closed.

Offices have been opened at 622 Board of Trade Building, Indianapolis, Ind., by the Lackey Grain Company.

The name of the Roberts Hay & Grain Company of the Exchange Building, Memphis, Tenn., has

been changed to Roberts-Mette Hay & Grain Company.

At the recent election, members of the Atchison Board of Trade, re-elected C. H. Blanke, manager of the Blair Elevator, as president. Dave Lukens was re-elected vice-president and J. G. Syphers of the Pillsbury Flour Mills Company, secretary and treasurer.

The Hernando Grain Company has been incorporated at 1520 Mississippi Ave., Memphis, Tenn., capitalized at \$30,000. L. D. Smith is named as incorporator.

A Peoria, Ill., office has been opened by J. H. Dole & Co., under the management of Joseph F. Sheridan, who has been with the firm for 20 years in Chicago.

Jack Whiteside of Frank J. Delany, Chicago, Ill., is at Strawn, Ill., salvaging the grain from the burned elevator of Harry Tjardis which was struck by lightning on July 11.

W. B. Christian is now manager in St. Louis, Mo., of the J. C. Shaffer Grain Company of Chicago. He was formerly with the Von Rump Grain Company of St. Louis, now out of business.

On July 28, E. P. Bacon Company of Milwaukee, Wis., received the first car of new barley on consignment. It was sold to The Riebs Company. The barley was of Iowa origin, graded No. 3 and sold for 74 cents.

The co-partnership of F. H. Price & Co., New York City, conducted by the late F. H. Price and Joseph V. Lane is to be continued under the same name by Joseph V. Lane, the surviving partner, and Austin F. Price.

At the annual election of the North Dakota Terminal Grain Exchange, Grand Forks, N. D., the following officers were elected: President, H. M. Webster; vice-president, P. E. Lee; secretary-treasurer, O. L. Spencer.

W. T. Burns of the Burns Grain Company of Omaha, Neb., is the new president of the Omaha Grain Dealers Club, as the result of the election held the middle of July. L. L. Quinby is the retiring president of the club.

Shull, Armstrong & Co., of Portland, Ore., are now known as C. M. Wendell & Co. C. M. Wendell, manager of the company, assumed control of the business in March, 1925, when G. P. Armstrong retired. Frank L. Shull retired several years ago.

The New York Produce Exchange has appointed a Publicity Committee in order to increase the general knowledge of the work of the Exchange. The Committee appointed consists of Henry Leverich, Myers Bogert, W. A. Storts, F. B. Cooper and C. F. Watt.

A grain business is to be conducted at Indianapolis, Ind., by Joseph P. Lackey under the name of the Lackey Grain Company. Headquarters will be in the Board of Trade Building. Mr. Lackey was formerly sales manager of the Indiana Wheat Growers Association.

The recent death of H. Francis Mellier of Baltimore, Md., dissolved the partnership between him and W. H. Hayward, through which they conducted a flour, grain and feed brokerage business in Baltimore as Hayward & Co. Mr. Hayward is now sole proprietor of the firm.

A general grain and feed business is to be conducted at Omaha, Neb., by the recently incorporated T. C. Brunner Feed Company. Its capital stock amounts to \$10,000. The organization will be a subsidiary of T. C. Brunner & Son, flour and feed jobbers at Omaha for many years.

A branch office has been opened at Lima, Ohio, by the Smith-Sayles Grain Company of Columbus, Ohio, under the management of A. Lee Bowyer. The company represents the Sheffield Elevator Company of Minneapolis and the Moore-Seaver Grain Company of Kansas City in this territory.

The W. L. Craig Grain Company of Vancouver, B. C., has sold its business to the James Richardson & Sons, Ltd., of Winnipeg. The Craig company has been the representative of the Richardson commission company for a number of years in Vancouver.



With this purchase the Richardson company completes its chain of offices from coast to coast. W. L. Craig, head of the retiring company, will remain in Vancouver as manager of the office. He has been in the grain and flour trade for over 20 years.

At the annual election of the Los Angeles Grain Exchange, the following officers were chosen: President, Joseph S. Gray, manager of the Imperial Grain Growers; vice-president, John C. Hodge, Atlas Milling Company; treasurer, D. L. Smith of Smith & Scott; and M. D. Thiebaud, secretary.

With offices at 425 Chamber of Commerce Building, the E. A. Schwab Grain Company has been formed at Buffalo, N. Y., capitalized at \$10,000. The incorporators are Edward A. Schwab, M. E. Schwab, and Charles H. Schwab. E. A. Schwab was in the grain business at St. Louis for about 20 years.

K. V. R. Nicol, one of the vice-presidents of the Armour Grain Company, Chicago, Ill., has resigned his position with that firm to become a partner in Scott, Burroughs & Christie, stock and bond brokers of Chicago, who have just opened a grain futures department. Mr. Nicol will be in charge of this department.

H. A. Harlow has been recipient of the appointment of supervisor of grain inspection for the Nashville, Tenn., district of the United States Department of Agriculture, succeeding R. C. Mill who was transferred to Chicago. Mr. Harlow has been connected with the Cincinnati office of the Grain Inspection Department.

A Minneapolis, Minn., office has been established by the Froedtert Grain & Malting Company of Milwaukee, Wis. M. E. Grant will be in charge. Mr. Grant was for 15 years with the Van Dusen-Harrington interests at Minneapolis and the Donahue-Stratton Company of Milwaukee. Ed Russell is also associated with the firm at Minneapolis.

W. J. Niegath is back with the Marshall Hall Grain Corporation of St. Louis, Mo., after a year during which he was associated with the Blake Milling Company of Edwardsville, Ill. He was associated with the Hall company from 1915 to 1925. With J. M. Chilton, he is in charge of the management of the company's wheat department.

R. H. Bradbury is the new secretary of the Houston Merchants Exchange succeeding B. F. Arnim. He was formerly associated with the rice milling industry of the South. Regular reports will be issued by the exchange on grain and other commodity movements. The first report reaching this office for July 1926 showed exports of 1,246,000 bushels of wheat.

The Uhlmann Grain Company of Kansas City, Mo., has found its Katy Elevator, of 1,300,000 bushels' capacity, insufficient for its needs, and has let the contract to the James Stewart & Co., Inc., of Chicago for a 1,000,000-bushel elevator. Work is to be started immediately and it is expected that the new house will be ready within three months. It is to be built in the M.K.T. yards at Rosedale and will cost \$1,300,000.

Business operations were commenced the middle of July by a new grain firm, the Maryland Grain Company of Baltimore, Md. The company is capitalized at \$100,000 and will deal in export and domestic grain of all kinds. J. Carroll Fahey is president; John T. Fahey, vice-president; J. George Oehrl, treasurer; and Joseph M. Warfield, secretary. All of the officers of the company are well-known in the grain business and are thoroughly conversant with the demands of the trade.

Carriers entering Omaha, Neb., have been notified by the traffic department of the Grain Exchange as follows: Your attention is directed to the fact that this year a much greater proportion of the wheat crop is being harvested with "combines," resulting in an immediate heavy movement to freight cars. Wheat that is loaded immediately after cutting is liable to "sweat" in the cars, making expedited movement imperative to avoid damage by heating. Will you kindly see that the proper department is made aware of the fact that expedited movement is highly essential not only in line

movement but in switch movement to and from various elevators and connecting lines. This notice is given you for account of all shippers patronizing this market as well as the members of this Exchange.

The Board of Governors of the Indianapolis (Ind.) Board of Trade in July elected Wm. H. Howard as secretary for the ensuing year. He has been secretary of the organization since 1910. The newly elected grain committee also named the personnel of its subsidiary committees: Grain arbitration, discount, inspection and appeals, seeds, call, hay and flour inspection. Samuel A. Holder was appointed chief grain inspector and weighmaster for the coming year; L. E. Banta, re-employed as traffic manager.

The transfer, which was recently consummated, of the Alberta Pacific Grain Company, Winnipeg, Man., to the Royal Securities Company representing a Canadian Syndicate, has resulted in a new company, to be called the Alberta Pacific Grain Company, Ltd., taking over the property. James Stewart of Winnipeg and president of the Maple Leaf Milling Company is president. J. C. Gage and A. C. Michael, both well known grain dealers and elevator owners, and F. W. Riddell, formerly manager of the Saskatchewan Co-operative Elevator Company are members of the board. Mr. Riddell will be general manager. John I. McFarland, former president, has resigned.

## W. R. SINKS RECOVERS LONG LOST RING

Lost in Nebraska, 1895; returned at Chicago, 1926—such is the unusual record of a Masonic ring belonging to W. R. Sinks, manager of the grain ele-



W. R. SINKS

vator department of James Stewart & Co., Inc., Chicago, Ill. While cultivating potatoes near the Platte River at Cozad, Neb., a boy found the ring, which had on it the Masonic emblem, and inside, the owner's name—W. R. Sinks. The ring was given to E. N. Davis, a merchant in Cozad, who is also a Mason. He communicated with the grand secretary at Washington, who in turn wrote the lodge officers at Minneapolis—the point at which Mr. Sinks lived when he became a thirty-second degree Mason. Word came to Mr. Sinks at Chicago from the lodge at Minneapolis; and the result was an exchange of correspondence between Mr. Davis at Cozad and Mr. Sinks, and the ring was returned after being lost for 31 years. The presentation date inscribed on the ring indicates that its owner acquired it on June 5, 1894.

At the time the ring was lost, Mr. Sinks was supervising the construction and digging of the Cozad Irrigating Canal. He went wild-geese hunting in the Platte River Valley and crossed to the south side. "It was a cold day," he explains, "and my hands got cold, and in some way this ring slipped off my finger enroute. It was lost in the fall of 1895, 31 years ago, and while the ring never did have much intrinsic value, it surely now has

curiosity value as well as my appreciation of receiving it from the lodge at the conclusion of receiving the thirty-second degree."

## TRADE NOTES

The Kennedy Car-Liner & Bag Company, Shelbyville, Ind., manufacturers of the well-known "Kennedy Car-Liners," have recently purchased a factory adjoining its present factory, which will give them 60,000 square feet additional working space. The plant was bought with a view to improve the company's service to its customers, and to enable them to take care of growing demands. The new addition will be thoroughly remodelled to accommodate operations, and with new equipment the company expects to materially increase its production and add other lines. The Kennedy Car-Liner & Bag Company are an old and well-known concern with a branch factory at Greensburg, Ind., and a Canadian plant at Woodstock, Ont. The company has sales offices and stocks at New York, Chicago, Philadelphia, Cleveland, Detroit, Minneapolis, Kansas City, Indianapolis, Atlanta, and High Point, N. C.

The Webster Manufacturing Company of 4500 Cortland street, Chicago, has just mailed out a folder describing the Webster Coal Crushers, both single roll and double roll types. So many steam plants are using crushed coal in their boilers that this device has a general interest and the folder will be in demand by all large coal users who wish to have the latest information on economical reduction of lump or run of mine coal to stoker sizes.

In checking up records for his own information during the last month, W. R. Sinks, manager of the grain elevator department of James Stewart & Co., Inc., Chicago, relates that he found his company had designed and constructed an aggregate storage capacity of 82,500,000 bushels during its business career. "In addition to this," added Mr. Sinks, "we have designed houses totalling 13,000,000 bushels which we did not build, so that in all we have designed elevators, which, taken altogether, would hold 95,500,000 bushels of grain."

It is a costly thing for a manufacturing concern to move, aside from the expense of transferring its equipment. After a long period in one location the address becomes more or less associated with the name of the firm and carries part at least of the good will which has accrued. When the Huntley Manufacturing Company of Silver Creek, N. Y., decided some months ago to move to Brocton, N. Y., this point was well considered, but the advantages of Brocton, from the transportation and other viewpoints, were so overwhelming that the important step was taken nevertheless. The work of moving the heavy machinery, at the same time keeping up with the steady flow of orders for grain cleaning and handling machinery, was enormous, but the task has been accomplished so successfully that the new plant at Brocton, about September 1, will be operating smoothly, efficiently and more rapidly than was ever possible at the old location. It will not take the grain trade long to associate the name of the Huntley Manufacturing Company with Brocton, N. Y.

## GRAIN SHOW PREMIUM LIST

Nearly 100 contests between samples of 23 different field crops will be staged at the eighth annual International Grain and Hay Show in connection with the International Live Stock Exposition at the Union Stock Yards, Chicago, November 27 to December 4. The premium list, which is now ready for distribution, offers 1,200 cash prizes and seven silver trophies in addition to many special awards. New classes have been added this year for barley, field peas and Alfalfa seed. Farmers may enter specimens of their grains, small seeds and hay without charge. To equalize competition the continent has been divided into eight regions of approximately similar crops.



## THE GRAIN WORLD

Cloudbursts and torrential rains have done great damage to crops in Germany during the past month. The Rhine, Oder and Elbe have all risen and overflowed their banks, and millions of dollars worth of crops are said to have been destroyed in the valley of the Elbe, which is where the situation was worst. Rye appears to have suffered most, but wheat, barley, oats and many other crops were badly injured.

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In France, oats was the only cereal imports of which during May, 1926, were greater than during the same month last year. Mill and warehouse stocks, according to David S. Green, trade commissioner at Paris, are said to be so near the point of exhaustion that imports of all bread-making cereals increased considerably during June, and will most likely be important during the coming month or so.

Unfavorable weather has so retarded the growth of French cereal crops that very little could be harvested before August.

A royal decree which became effective July 17 in Spain restricts the importation of cereals, legumes, flowers, forages and seeds. Exportation is permitted. A subsidy on the exportation of these commodities is anticipated.

\* \* \*

The remarkable increase in yield brought about by efficient fallowing operations is emphasized in the report of the government statistician for South Australia, on the 1925-26 cereal and hay harvest. The report says that "once again the wheat production on fallow land was collected separately from that produced on unfallow land, and the results demonstrated most strongly the advantage to be gained by a well-prepared seed bed. The crops sown on unfallow land averaged in yield less than one-half the yield per acre on those grown on fallow." The fallowed area gave a total crop of 22,553,944 bushels, with an average per acre of 14.05 bushels; while the harvest from unfallow areas totaled 5,800,784 bushels, with an average of 6.75 bushels per acre.

\* \* \*

Philip Holland, consul-general at Guatemala City, reported last month that the executive decree issued there had extended the decree of October 27, 1925, temporarily removing import duties on cereals, so as to cancel permanently all import duties and municipal and special taxes on corn.

\* \* \*

Increases in German tariffs, which had been pending for some months, became effective August 1. Previous reports by W. A. Schoenfeld, American agricultural commissioner at Berlin, had indicated that the new rates would not be effective until December 1. The rates effective August 1, in cents per bushel, are as follows (old rates in parentheses): Wheat, 32.4 (22.7); rye, 30.3 (18.2); barley, 25.9 (15.6); feed barley, 10.4 (5.2); corn, 19.4 (13.3).

\* \* \*

The prospects for market of Durum wheat in the Mediterranean Basin at present seem somewhat better than last year, says a Government communique, and Italy produces a considerable amount of wheat which is used in making macaroni in competition with wheat from the United States. Consul Dominian, at Rome, cabled that stocks of old wheat are practically exhausted and the Italian harvest is one-twelfth less than last year. This Hard wheat is grown in southern Italy. Assuming that production of Hard wheat has varied with that of the total crop, Italy should need more Durum wheat than she required last year.

\* \* \*

The latest forecast of the crops in Algeria, Tunis and Morocco amount to 64,000,000 bushels, as compared with 68,000,000 bushels last year.

\* \* \*

In Roumania, the transportation system is very bad and a hindrance to the export business. If a good crop materializes this year, some anxiety is expressed in trade circles as to how the crop is to be moved with present railroad facilities.

\* \* \*

"The total supply of domestic wheat indicated for next year is 826,000,000 bushels," says the Gov-

ernment report, "and this compares with 749,000,000 bushels last year in this country. Assuming that this year's distribution is the same as last year, we should have an exportable surplus of 141,000,000 bushels. In view of the low stocks, however, it is doubtful if this amount will be exported."

\* \* \*

The bad wheat crop outlook in Bulgaria, resulting from prolonged drought, has been improving, and heavy rains have occurred.

\* \* \*

In commenting on the "Production of Wheat in the United States by Classes," the Department of Agriculture has said:

The production of wheat by classes for the years 1923-1925 and the forecast of production for 1926 have been distributed among the various classes on the basis of estimates of the percentages of area by classes in 1923. The results, therefore, do not take into account any variations in the area seeded to the different classes of wheat since 1923. Notwithstanding probable inaccuracies, the results are sufficient for some generalization as to the indicated production of the different classes. According to these calculations, the July 1 forecast indicates a Hard Red Spring wheat crop considerably smaller than in the years 1924 and 1925 and about equal to that of 1923. The Hard Red Winter and Durum crops appear to be considerably larger than last year and even larger than in 1923. The Soft Red Winter wheat crop also appears to be larger than last year but not so large as in 1923. It appears that we may have a considerable surplus of Hard Red Winter wheat, some of Durum, a very small surplus, if any, of Soft Red Winter, and a deficit of Hard Red Spring wheat, as compared with our usual or normal requirements for these different classes of wheat.

Wheat: United States production by classes

Year	Total	Hard Red Spring	Soft Red Winter	Hard Red Winter	Durum	White
	Million bushels	Million bushels	Million bushels	Million bushels	Million bushels	Million bushels
1923.....	797	126	272	242	55	102
1924.....	863	203	221	313	71	55
1925.....	666	152	188	186	69	71
1926.....	767	120	231	283	53	80

Austrian cereal crop prospects remain good, but, as in nearly all the Danube area, slightly less favorable than before the recent heavy rains. It is estimated that the wet weather has delayed the crop about two weeks.

\* \* \*

The status as to barley production in the Northern Hemisphere is described as follows by the United States Department of Agriculture:

Barley production estimates and forecasts have been received to date for 13 countries of the Northern Hemisphere which last year produced 52 per cent of the world total excluding Russia. The total crop for these 13 countries is forecast at 690,257,000 bushels compared with the estimated production of 738,401,000 last year. The most important countries included are Canada, the United States, Spain, Rumania, Poland, Chosen and Morocco. The most important countries for which no estimates have been received are Germany, Czechoslovakia, France, England and Wales and Denmark. Acreage estimates for 16 countries of the Northern Hemisphere amount to 98.5 per cent of the acreage reported for those same countries last year, when they accounted for about 56 per cent of the total world acreage exclusive of Russia. Germany, England and Wales and Denmark are the most important barley producers from which no acreage estimates as yet have been received.

Forecasts from countries which last year produced 66 per cent of the total wheat crop of the Northern Hemisphere and 59 per cent of the world crop, exclusive of Russia, indicate a production of 1,979,000,000 bushels, as compared to 1,949,000,000 bushels last year, according to the Government. It seems probable that the reduction of European crops will offset the increase in the crop of the United States.

Recent reports for China state that good crops are expected in the Shanghai district, but in the Tientsin and Tsingtan districts crops are poor. About 50 per cent of the crop in Manchuria was damaged by drought.

The condition of the rye crop on July 1 was reported slightly above average, an improvement over June 1, but not so good as that which was harvested last year.

## HOOSIER ELEVATOR FINDS PROSPECTS GOOD

"Business is good and prospects are promising"—such is the view of the management of an Indiana elevator which has experienced a successful period since starting operation of an up-to-date elevator on a site formerly occupied by a country station which burned down. The new structure has all the latest devices and has been planned with a view to stability and permanency.

The elevator belonging to W. F. Fisher & Son is situated at Maplewood, Ind., and has its postoffice address at Pittsboro, Ind. The house is of cribbed construction, measuring 104 feet in length and 20 feet in width—32 feet if the driveway is included—and is 50 feet high. Rail facilities are afforded by the C. I. & W. This concern started in the feed business at this location in 1924, after the former elevator had burned. It was rebuilt last summer. The corn crop last fall was the first grain handled except some oats which was handled direct to cars before the new house was erected.

The elevator has a storage capacity of 10,000 bushels, which is divided among four main bins. The receiving capacity is 400 bushels per hour and the shipping capacity is 500 bushels per hour. Fan cleaners made by the Union Iron Works of Decatur, Ill., are used, and a cleaning capacity of 300 bushels per hour is afforded. One United States Corn Sheller, also made by the Union Iron Works, is included in the equipment. This can handle 200 bushels an hour.

To handle the feed business, a feed grinder with 1,500 pounds per hour capacity has been provided. Kerosene is used for power and the main transmission is a rope drive. Operation control is on the main floor. One belt conveyor, 110 feet in length and 13 feet wide, has been installed, using 12x6-inch buckets. Fairbanks-Morse supplied a wagon scale.

Corn, wheat, oats and rye are the grains handled by W. F. Fisher & Son. Aside from these, the chief commodities merchandised by the concern are coal, feed, fertilizer, twine and fencing materials. Both the coal and feed business have proved profitable, constituting a valuable adjunct to the grain business of the elevator.

## PANHANDLE INDUSTRY GAINS MOMENTUM

More than 3,000,000 acres of ranch lands in the Texas Panhandle will be opened to agricultural development by the new lines which the Chicago, Rock Island & Pacific, the Atchison, Topeka and Santa Fe, and the Chicago, Burlington & Quincy Railroads are to construct. During the last 12 months, the volume of freight handled by one of these lines alone has trebled. Business expansion in the Panhandle, due to oil and gas development, also exceeds all records.

In Amarillo, Texas, 3,500 feet of new switch tracks are being constructed in the Rock Island yards. Approximately 1,400 feet of additional team tracks are also being constructed. At Shamrock, east of Amarillo, 14,000 feet of additional track is being laid to take care of oil well supplies for the Wheeler County field. The wheat load carried on this division will fill from 13,000 to 15,000 freight cars. Wheat will come from Texhoma and Texola. Maize and cotton, probably 75,000 bales of cotton, will be shipped. About 10,000 carloads of wheat alone have been handled already.

All of the lines of the Santa Fe in the Panhandle region are handling an unprecedented amount of traffic, according to F. E. Edwards, assistant to the general manager. "One mile of sidings has been added to the Santa Fe yards in Amarillo," he said. "There is a 35 per cent increase in shipments of grain and oil. Fifteen engines used in three shifts a day are in operation. There are 2,180 freight cars being constantly employed hauling. More than 2,500,000 bushels of wheat have been shipped. Both our equipment and personnel have had to be increased."



## Hints for the Elevator Millwright

"Big Bill" Tells How to Drive Spikes Under Water and Build  
a Water-Tight Flume

By "OLD TIMER"—JAMES F. HOBART

WHEN the Square Deal Elevator was built at Massaboag Lake several years ago, by Morris A. Marston, that gentleman insisted upon having at hand at all times a first class millwright, even though his services were not needed nearly all the time. Accordingly it was Mr. Morris's custom to "farm out" his very capable millwright, William Davis, who his friends affectionately called "Big Bill".

Mr. Davis used to say that "he liked workin' 'round for he saw lots of things he could never see in just one elevator". For several days he had been at a water-driven mill a couple of miles distant, where repairs to a wooden flume had to be made, owing to a giving way of some of the timbers and a section of the planking. Big Bill allowed that "it wasn't very scrumptuous" working waist deep in water and "why didn't mill folks order their washouts for low-water time in August, instead of in high-water April?"

It was impossible to drain all the water out of the flume and a lot of planking had to be placed and fastened under water. The fitting was managed all right, but when it came to driving the 40-penny spikes in 30 inches of water, there was "nothin' doin' but splashin'!" Mr. Davis took a handful of the spikes to be driven and hunted up a piece of steam pipe through which the spikes would slide easily, with no danger of sticking inside, and without very much side-clearance to the spike-heads.

A three-foot length of the pipe was cut off with a hack saw, so as to leave both ends of the pipe smooth and of full opening. Then the corners were carefully filed off, both ends, inside and out, to show a face about 1/32 inch wide. Mr. Davis next hunted up a piece of rod which would just slide easily inside of the pipe; 40 inches of cold-rolled machinery steel filled the bill in this instance, but if there had been several hundred spikes to be driven Mr. Davis would have procured a piece of octagon or hexagon cold-chisel steel of suitable size to slide easily in the pipe. The ends of the steel rod were also carefully chamfered, just enough to remove the sharp corner. Big Bill figured that if only a dozen or two spikes were to be driven, a piece of ordinary black steel would have filled the bill, instead of the cold-rolled or the drill or chisel stock. The ends of the soft rod would "broom-up" under the hammer blows during the driving of a large number of spikes. However, the soft steel rod could be made to work by heating and dressing down its ends occasionally.

To use this "under water tool" Mr. Davis would place the pipe in position with its lower end resting exactly where a spike was to be driven. Then, a helper would drop a spike into the pipe, Mr. Davis would insert the rod, hold the pipe steady and with a light sledge hammer, or a spike-maul, the helper would pound upon the projecting end of the rod until the spike had been driven flush into the planking. A scratch with a file was made around the rod flush with the pipe, when the other ends of rod and pipe were fair with each other. The mark enabled Mr. Davis to tell when the spike was nearly "home" and then he would hold the pipe extra hard against the flume planking lest the pipe should jump off the spike under impulse of a sledge blow. Big Bill "allowed that he had rather hold that pipe down hard, than to juggle it back again after it had jumped off a half-inch-projecting spike."

The planking of the new portion of the flume was put on square-edged. That is, it was not tongued and grooved, or grooved for slip tongues. The mill owner insisted that the planks be fitted absolutely water-tight, and said he would cheerfully bear the expense of such fitting. In order to comply with these rather hard requirements, Mr. Davis had spaced the 10x10 inch side posts of the flume only 20-inch centers, so that there would be a space of

but 10 inches between the edges of adjacent posts. Mr. Davis said that he could not fit the under water planking absolutely tight, and any slight leaks found there after high water had subsided, would have to be taken care of by calking the plank-joints from the inside.

He therefore fitted each plank as closely as possible to the one already in place, "jointing" the edge of the plank until it fitted as closely as possible. He would joint the edge of the plank "standing" a bit. That is, so the outside edge would fit tightly to the plank next lower, while the inner edge would be open about 1/16 inch. This would allow calking material to be driven into the cracks from inside of the flume if necessary—in case the cracks did not calk themselves with dirt.

Mr. Davis used a bit of old saw-blade for determining the amount a joint was open, when the plank was being fitted under water. He kept the bit of steel in his pocket, and upon putting a plank in place for trial, he would "feel" with the steel, along the joint between the two planks. With the steel, he was able to estimate pretty closely the amount the joint was open at any point. He could tell where the places were open on the outer side of the planks by the steel passing nearly or quite through between the two planks. In fact, with the little steel feeler he was able to determine exactly



THE WHITE PIGEON (MICH.) CO-OPERATIVE ELEVATOR

where, and how much, a plank edge needed jointing, and would then pass the plank up to the benchmark with instructions just how to dress its edge a little more here or there.

When it came to dry planking, above the water level, a different course was followed. The upper edge of a plank would be jointed straight, or nearly so, if not already in that condition. Then, with a steel tool made for the purpose, Mr. Davis dented the upper edge of the plank along its entire length. The tool was forged from octagon steel, but had originally been a sort of exaggerated coldchisel with which stone masons "break" along a line. Big Bill had upset the edge of the chisel until it was about 5/16 inch thick and three inches long. He had tempered the tool and ground off all the sharp corners, rounding them very slightly.

With this tool and a hand-hammer, Mr. Davis went the whole length of the upper plank-edge, somewhere near the middle thereof, and "dented" the wood, driving it down nearly an eighth of an inch in a smooth, straight continuous line. Then, as soon as the fiber had been driven down, Mr. Davis jointed the edge of the plank until it was smooth again, and the high wood on each side of the driven-in strip had been planed away, leaving the upper edge of the plank straight and square, then it was at once put in place, squeezed tightly down against the preceeding plank, and spiked.

When water was turned into the flume and

reached the compressed wood, it immediately swelled, filling tightly whatever opening there might be between the two planks. This wood compressing stunt is a good one, and will work on a dry spout as well as in a wet flume. Atmospheric moisture slowly expanding the compressed wood in the spout, as surely as water does the work much quicker, in the wet flume. Big Bill said he used that stunt when he was building scows and skiffs, and that it worked fine.

Whenever there is only a little wood-compressing to be done, and no tool at hand for the purpose, simply hunt out a piece of old flat file, soften it by drawing its temper in a fire, and, holding the steel edgewise against the plank with a pair of smith's tongs, you can "dent" the edge of a board or a plank quickly and well. But, if you intend to do much of that kind of work, make up a proper tool for the business as described above.

THE WHITE PIGEON—A MICHIGAN  
CO-OP.

By C. HYDE

The importance of the elevator at a country station is not to be gauged by its size or capacity; but by its degree of usefulness to the community which it serves. And its degree of usefulness is determined largely by the efficiency with which its mechanical possibilities are managed. The results speak for themselves and in time the elevator either becomes a successful enterprise or goes out of business.

When the Michigan Central Railroad was first

built there was an elevator at the little station of White Pigeon, Mich. This was almost in pioneer days, and the right of way along there now is called the New York Central. The elevator has grown and developed as time went along until it is now the White Pigeon Co-operative Elevator, owned by a stock company. It has changed hands three or four times.

The elevator is of frame construction and has storage capacity adequate for handling 10,000 bushels. This storage space is divided into 10 bins of 1,000 bushels each. The receiving capacity is 1,500 bushels and the shipping capacity is the same.

The equipment includes one Monitor Grain Cleaner of 1,500 bushels' capacity made by the Huntley Manufacturing Company, of Silver Creek, N. Y., and there is also a corn sheller of 600 bushels' capacity. Electric power is used, there being one motor which suffices for all uses in the house. A scale completes the list of devices in use. Fire protection is afforded by patent extinguishers.

The grains handled include wheat, rye, oats, corn, buckwheat and barley, in addition to all kinds of feeds. The elevator's most profitable sideline is the feed trade. The manager is P. L. Owen.

IN JUNE, future trading was, after 12 years' interval, reinstated on the Budapest exchange—in the preliminary plan for wheat and rye only. Stocks of wheat are low, especially the better qualities.



## A Symposium on Improvements

### The Most Outstanding of Recent Advances in Elevator Construction As Seen by Prominent Engineers

IN the June 15 issue of the AMERICAN ELEVATOR AND GRAIN TRADE there appeared a discussion of the evolution of the grain elevator, commencing with the time when grain storage was in its infancy and the means for handling the business were simple but slow. The description followed the progress of engineering development up to the present time and but little was said regarding modern improvements, it being intimated that some of the prominent builders and engineers might care to comment on which features they regarded as the most important improvements of recent years. A number of them so offered an opportunity to express their views, replied, and herewith are printed the statements of those who felt impelled to say something. Those who are quoted are all men of extensive experience in the field and all are recognized as representing organizations which have functioned successfully for a long while in the designing and building of grain storage houses.

In discussing the advances made in recent years in elevator construction, T. D. Budd, chief engineer for James Stewart & Co., Inc., designers and builders, Chicago, Ill., said that it was obvious that the mechanical improvements and more efficient devices which have tended toward increasing capacity and decreasing operating and maintenance costs were of primary importance. The benefits derived from

need less attention to assure speedy spouting out and cleaning. The concrete supports may be seen in the background and steel girders are used at the top—around the bases of the inverted cones formed by the bin bottoms. "From an operating standpoint," Mr. Budd added, "the concrete and steel bin bottoms have all the advantages of any

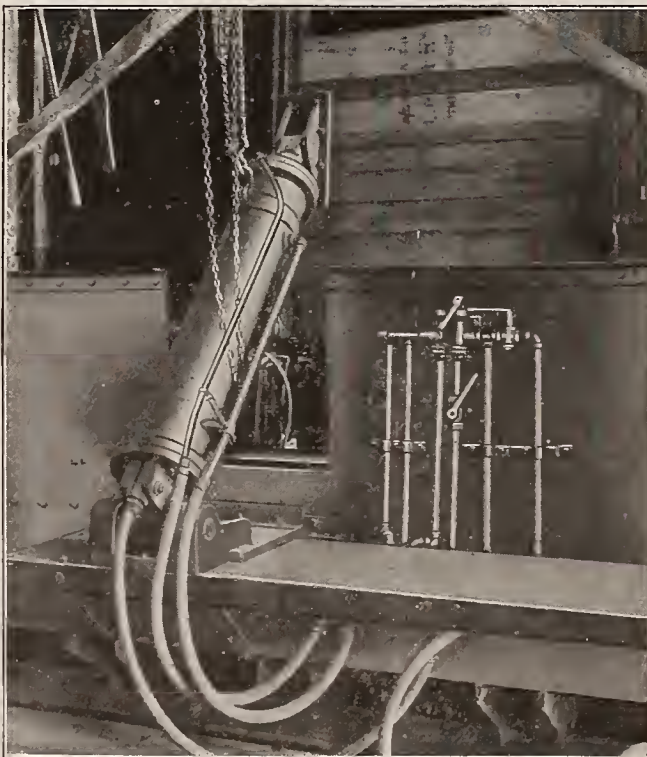


METCALF CAR DUMP

other type, so that efficiency is maintained at the same time that economy is achieved."

He pointed out the advantages of modern gear drives—reduced cost on account of having less work on the job and shop cost being under complete control, and the lessening of fire risk, as well as reducing of maintenance expense. He concluded by saying, "When a man constructs an elevator he is buying storage which means cubic feet, and the efficiency depends on having the maximum cubic feet available for grain storage purposes and not used up by equipment. Here is where the simplicity of the modern gear drives counts again."

L. A. Stinson, president of L. A. Stinson Company, engineers and general contractors, Chicago, Ill., has had experience in connection with grain elevators for more than a generation back and has often acted in the capacity of consulting engineer in connection with various jobs of this sort. In commenting on advances in construction of elevators, he said: "I consider the greatest improvements which have been made recently in grain elevators to be stronger machinery of greater capacity, mechanical car door openers and power unloaders of the dump type. This eliminates the hardest, dirtiest and most unpleasant part of grain elevator work. Also good dust collecting systems which in-



PETERSON CAR DOOR OPENER

sure the safety of elevators against dust explosions and protect the good health of the employees."

In the picture on this page is shown the use of an improved pneumatic sweeping system such as Mr. Stinson mentions. It is virtually an application of the familiar vacuum cleaner but utilized on a far more pretentious scale. Nozzles of different types are employed to deal with the dust according to the character of the floor or other surfaces upon which the dust is deposited. No dust is raised during the sweeping process. The suction is powerful enough to withdraw dust from cracks, crevices and other places which are fairly inaccessible to the ordinary cleaning facilities.

G. F. Butt, vice-president of the John S. Metcalf Company, engineers and constructors, Chicago, said, "There have been a number of improvements in elevator design in recent years, particularly in connection with the dust collecting systems, the matter of ventilation and electrical installations, but probably the greatest improvement has been the designing and installing of more modern machinery and equipment, to provide for increased handling facilities, with a minimum of operating and maintenance expense. Under this heading would be included the advent of door openers, larger legs, scales and conveyors, and more efficient drives."

One of the illustrations on this page shows a door remover such as would be included in Mr. Butt's list. This Peterson Grain Door Remover, which is provided by the Strong-Scott Manufacturing Company, of Minneapolis, accomplishes in about two minutes what formerly required two men and took from 15 to 30 minutes of their time. With 100



COLLECTING DUST BY PNEUMATIC SUCTION

pounds of air pressure, it exerts 6,000 pounds of pressure on the door. It has been found to be a decidedly economical addition to equipment in the case of numerous large elevators.

The Metcalf Car Dumper is also shown in an illustration. In operating it, the platform supporting the car is raised clear of its supports until the car is suspended approximately eight feet above them, then tilted at one end with a corresponding lowering at the other. The cycle may be repeated as often as is desired, but by the exceedingly simple device of running the two hoisting drums which elevate the back side of the car a little faster than the two which elevate the front side of the car, a side tilt is obtained without any additional machinery other than a difference in the pitch diameter of the pinion operating the drum on the two sides. In addition to the side tilt, the ram which pushes the grain door into the car is also operated by a cable anchored at one end of the floor of the pit below the dumper, led around a system of sheaves and finally attached to a swinging arm. As the platform is elevated, the ram is pushed against the grain door with a force of 15 tons, the maximum power possible to apply being regulated by a lever arm in the pit, to which the cable is attached. The operation is simple and speedy.

All of the factors discussed are undoubtedly important in the evolution of elevators for grain storage. Possibly a number of other items might have been added if those who commented wanted to go into greater detail, but it is likely that most of the major devices have been touched upon at least in the different statements which have been contributed.



BUDD PATENT STEEL BIN BOTTOM

reinforced concrete construction are universally recognized today and constitute a ground work on which the modern equipment is based.

"Elevator construction," said Mr. Budd, "is a highly specialized field of engineering and the day is long past when desirable results can be obtained without the aid of experts. It is necessary for us to keep a staff of skilled men constantly available—men whom we have trained and who have had experience in a practical sense. It is impossible to do this kind of work economically if you depend on securing men for the individual jobs and take a chance on their understanding the construction requirements of grain elevators. Our present rapid progress with contracts and speedy completion of the structures is based on a thorough understanding and capable handling of men and material."

He also referred to the steel bin bottom feature in elevators he is now constructing, a feature which is covered in the Budd Patent. The economy in this type of construction, he explained, results partly from the fact that there is not such a heavy load to be carried. On this account a higher tank may be built on the foundation than would be possible otherwise. The illustration also gives a very clear idea of the improved conditions of ventilation and lighting. This style of construction leads to a direct saving in that field, labor is minimized and what can be accomplished at the shop is accomplished at less cost. The steel bin bottom is particularly economical on pile foundations, he said, and also eliminates dampness and delays due to waiting for drying out of new tanks. Grain runs smoothly on steel and the bottoms consequently



## NEWS LETTERS

## MILWAUKEE

C. O. SKINROOD - CORRESPONDENT

THE most striking feature of the grain trade in the past month at Milwaukee is the gain in supplies of wheat. For the month of July, the local supply soared to more than 1,904,000 bushels as compared with only 747,000 bushels offered in the corresponding month a year ago. Corn trade at Milwaukee was also well maintained for the past month with a supply in July of 260,000 bushels as compared with a total of approximately 250,000 bushels for the same week a year ago. The oats receipts at Milwaukee for the past month make cheerful reading, too, with a supply of approximately 1,205,000 bushels. One year ago for the same date, the receipts were 1,168,000 bushels. The barley trade at Milwaukee for the month past is the one dark spot with a supply of only approximately 388,000 bushels as against 554,000 bushels reported for the corresponding month in 1925. Rye trade at Milwaukee actually doubled for the month of July with offerings of 49,000 bushels as compared with receipts of only 21,000 bushels for the same month a year ago.

Wisconsin has started in to wage a strong battle against the entrance of the deadly corn borer into this state. The vigilance of the state has been aroused because the European borer is now so close by that the state authorities fear the pest will hop across the state line most any time. Dr. S. B. Fracker, the state entomologist has made arrangements to have an inspector stationed at the Milwaukee docks to inspect all field and sweet corn arriving here and see if it is infected with this pest. If any sign of borers is found, the shipments will be seized and confiscated. Dr. Fracker is also considering placing of inspectors at Manitowoc and other state ports where the same menace is likely to exist.

J. L. Bowlus, the head of the transportation department of the Milwaukee Chamber of Commerce, is very much aroused over the recent cuts in grain rates and fears that the Milwaukee market is going to be hard hit if something is not done to combat the danger. Milwaukee's advantage as a shipping port on the Great Lakes for grain will be entirely annulled, Mr. Bowlus states, unless the other roads meet the Minneapolis & St. Louis line cuts. He adds that the all-rail rate set up by the Minneapolis and St. Louis is so drastic that it will be cheaper than the combined rail-water rate on grain through the Milwaukee market. Officials of the Chicago, Milwaukee and St. Paul Railroad here state that it will be entirely unfeasible for this company to meet the cut in rates, so that the puzzle can not be solved in this way. Mr. Bowlus stated that the margin in favor of shipping on the lake is so low that it is entirely wiped out by the Minneapolis & St. Louis grain rate cut.

An explosion in a pulverizing machine in the paste manufacturing section of the Charles A. Krause Milling Company plant at Thirty-seventh Avenue and Burnham Street caused damage of almost \$200,000 according to early estimates. The paste plant and the warehouse were almost entirely destroyed in the fierce blaze which resulted.

Ludwig Lenz, aged 23, night foreman, reported that the pulverizer burst with flames shooting to every portion of the room immediately. Before Lenz could get to the door, the whole lower floor was ablaze and he ran upstairs to escape. He jumped hastily from a window 30 feet to the ground below. He was seriously burned.

When the firemen arrived little could be done to save the plant. It is located just outside the city limits, but nevertheless the Milwaukee fire department was rushed to the scene. Efforts were made mostly to keep the fire from spreading to other buildings.

Announcement has been made at Milwaukee that a 500,000 bushel capacity grain elevator will be built at Green Bay, Wis., by Edward Grimes, vice-president of the Cargill Elevator Company at Minneapolis. This company bid for the lease of Elevator "E" at Milwaukee but it was nosed out by the Armour company. Mr. Grimes predicted that the bumper crop of oats being

raised in many parts of the west and in Iowa would be a great factor in big shipments of grain through the Lake Michigan ports during the coming season. Work of clearing and preparing the site at Green Bay is now going on. The new elevator will have an unloading capacity of about 60 carloads and will also permit of loading the largest steamers. The Cargill company will have a long time lease and operate it in connection with the Green Bay & Western Railroad Elevator which they have been operating for the last nine years. The Cargill company also has branch store houses at Manitowoc, Sheboygan and La Crosse and these will be operated in close connection with the elevators at Superior and Duluth and Green Bay. The Cargill company will thus have facilities at practically all of the leading Wisconsin grain ports.

Milwaukee grain men expect an increase in receipts this season as a result of the rebuilding of Elevator E, which is being done by the Chicago, Milwaukee & St. Paul Railroad and leased to the Armour Grain Company. The total cost of the rebuilding is about \$500,000, with a capacity of 1,000,000 bushels. The new work house to connect the old tanks will contain the most modern machinery for drying and cleaning grain. The elevator has been largely out of commission for some time following a disastrous fire. The main portion of the elevator will be completed in September and the entire job will be completed by early fall, in time for the bulk of the 1926 season of grain trade



ARCHITECT'S DRAWING OF ELEVATOR "E" AT MILWAUKEE, WIS.

in the Northwest. Elevator "E" has both water facilities and convenient rail access. Milwaukee has been somewhat handicapped for some time by lack of elevator facilities. This need will be met by the rebuilding of the Milwaukee road elevator facilities.

As of August 2, the following commission rates were established at the Milwaukee Chamber of Commerce: 1 per cent of sale value with minimum of 1½ cents on wheat; corn 1 cent; oats ¾ cent; barley 1 cent; rye 1½ cents; buckwheat 1½ per cent of sale value with a minimum of \$12.50 per car.

The August rate of interest on advances at the Milwaukee Chamber of Commerce has again been fixed at 6 per cent.

Grain in store at the Milwaukee market still holds to rather high levels with the reports at the opening of the month showing approximately 345,000 bushels of wheat, 196,000 bushels of corn, 420,000 bushels of oats, 36,000 bushels of barley and 260,000 bushels of rye. The total grain in store, according to these figures, is in excess of 1,260,000 bushels.

The first car of new barley at the Milwaukee market is always a matter of keen interest. The first one, which arrived recently, was from Iowa and graded No. 3 with 47 pound test. This sold at 74 cents a bushel. The demand for barley is reported as exceptionally active with local maltsters eager to get grain of the right quality. The samples of the new grain indicate that Wisconsin and Iowa are likely to have the choicest barley, while South Dakota will be a close third in the list of leading barley raising states.

Wisconsin will have an excellent crop of oats and barley and only a fair crop of corn according to the

latest crop reports. Oats is reported with a condition of 91 per cent and barley at 90 per cent. These reports are 3 to 4 points better than the five-year average. Spring wheat in Wisconsin is also reported at 87 per cent, or 4 points better than the average, while the area is about 10 per cent better than a year ago. Rye is reported a better crop than last year but the prospective yields of this grain are not as good as the average.

The Kurth Malting Company has just completed an artesian well at a cost of \$10,000. The company needs 500,000 to 800,000 gallons of water daily and a new supply had to be provided. The well is 1758 feet deep and is 12 inches in diameter at the top and eight inches at the bottom.

Henry F. Lau, who is a member of Henry Rang & Co., has been chosen a member of the Milwaukee Chamber of Commerce.

## INDIANAPOLIS

H. M. RUDEAUX - CORRESPONDENT

RECENT rains throughout the state have damaged the wheat and oats crop, especially in the northern part where threshing was on when the rains came. It is estimated however that the greater portion of the crop is protected from the weather, and more than three-fourths of the crop is safe. Oats are beginning to come in but most of the receipts are light and contain an excess of moisture. In some sections the heavy rains have laid the corn, but no serious damage has been reported.

Bert Boyd, of the Bert Boyd Grain Company, showed that out of 59 cars of wheat which arrived on Monday, seven graded No. 1, 14 graded No. 2, 17 graded No. 3, 10 graded No. 4, four graded Sample, and seven graded Mixed. This condition, said Mr. Boyd, should not reflect against the market as it was caused by the adverse weather, a condition over which we have no control. "However," he said, "we are disposing of the receipts at a discount, since most of the buyers have been spoiled by the excellent condition of the wheat before the rains which graded one and contained a very low percentage of moisture."

Oats are hard to dispose of as their condition is very much against them, most of the arrivals being wet and light in weight. Local elevators are filled to capacity and driers are working overtime.

New hay is reported moving and is said to be the best crop harvested in years. The quality is very fine, and there is a growing demand from the southern markets. Mixed hay is very scarce but what there is to be had is excellent in quality. Clover likewise is very fine with a good demand. However the Clover crop is very short, most of the meadows froze out during the winter.

Probst & Kassebaum, one of the oldest retail feed concerns in the city, are closing out their business.

Charles A. Shotwell, one of the pioneer grain men of Indianapolis, has had a very serious operation performed at St. Vincent's Hospital several weeks ago where a cataract was removed from his right eye. He is reported improving very nicely and is now at home.

Work on Elevator "B" is progressing with unusual rapidity. The concrete work is entirely completed and the new machinery for the house will be installed very shortly.

The Indianapolis Grain & Feed Company has purchased the equipment from the Tom Grant Elevator at Lebanon, Ind., which is being installed in their elevator at North Street and the Big Four Railroad. The building occupied by the company was formerly used to manufacture a patent wall plaster and was constructed along the lines of a grain elevator. It required very few alterations to fit the structure to handle grain, and with the installation of the necessary equipment the company are manufacturing



mixed feeds, cleaning seeds, shelling corn and conducting a general domestic feed establishment. The storage capacity for grain is about 10,000 bushels.

The elevator at LeRoy, Ind., formerly belonging to the J. H. Love Estate has been purchased by John Jones and Walter Aiman of that city.

The northwestern part of the state will be inspected this week by field men from the Department of Agriculture to determine how far the European corn borer has spread. Last week Frank N. Wallace, state entomologist, found a group of borers in a hill of corn in Steuben County. It is expected that a quarantine will be established soon, prohibiting the movement of any cob corn or fodder from the infested areas.

## TOLEDO

S. M. BENDER

CORRESPONDENT

THE first car of new oats to be received in this market came from north central Indiana, graded No. 2 White and weighed 31 pounds. They were of good color.

Grain inspections for the past month were 1,078 cars of wheat, 197 cars of corn, 90 cars of oats, and 14 cars of rye. Total, 1,379 cars. Out of a total of 907 cars of wheat received during one week, 859 cars graded No. 1 Red and 43 cars were No. 2 Red. The premium paid by mills for No. 1 Red has proven a great drawing card for that grade in this market.

Reports from all over Ohio indicate that yields have run from 40 to 60 bushels to the acre for wheat. It is coming in so fast at some points that millers have been forced to ship to terminal markets and may later have to buy it back. Oats are being harvested and yields are expected to run fairly high except where late rains and hail interfered. Recent rains have greatly improved the corn prospects and that crop may yet turn out to be a big one in spite of a poor start.

The first test of a combined harvester-thresher was made on Shady Lane Farms near Columbus, Ohio, recently. Biscuits made out of the wheat were served in the field just five hours after it had been harvested and threshed. The record was made with the co-operation of the International Harvester company, the Gwinn Milling company, and Ohio State University. Twenty-five acres can be cut and harvested in a day by three men with the new combine which has been especially designed to meet Ohio and other central states conditions. This combine presages greater efficiency in the production of the wheat crop in middle-western states. Governor A. V. Donahey; C. V. Truax, state secretary of agriculture, and Dean Alfred Vivian of the state college of agriculture, attended the test and were greatly impressed by the results.

Toledo has been practically snowed under by the avalanche of wheat coming into this market. One public elevator has been forced to put restrictions on the movement of grain to its plant. Reports of the market being embargoed, however, were erroneous. One newspaper tried to make scare headlines out of the fact that one elevator was taxed to capacity by the influx of grain and more especially wheat. The fact that another large elevator was under repairs also further taxed the facilities of the market. The railroad yards are being rapidly cleared of the congestion and in a few days will be back to normal. Officials of the Exchange were at a loss to know how the news that the market was embargoed had been gotten out. Such a situation at the present time would greatly hinder the activities of this or any other market. Toledo has adequate facilities for the handling of grain under normal conditions but just like any other market under pressure there is bound to be some congestion. The country has been selling wheat so fast that country elevators have had to put the burden somewhere and naturally it would fall on the terminal market. Another good proof of the reliability of these markets which are being constantly attacked by those who profess to be the farmers' friend. The enormous yields have been a surprise to everyone, the farmer, dealer and miller and naturally the producer, seeing a chance for quick and ready cash has taken it.

Millers were quite alarmed over the embargo report as they were anxious to get the wheat while the movement was at its height. One or two mills were reported to have bought 1,500,000 bushels of wheat in one week. They have backed away for a time but meanwhile the export trade has come in and taken the slack out of the market again. The Ohio crop is expected to run nearer 40,000,000 bushels than the 22,000,000 given out in earlier estimates. The quality also is remarkable with test weights running from 60 to 63 pounds, low moisture content and free from

dockage. One car received during the past month graded No. 1 Red, test weight 62 pounds and moisture content 8.6 per cent.

Corn and oats have been doing well and with the carrying charge in corn buyers in the East and South have been anxious to get all they can store. The outcome of the crop is still questionable and there are many who believe that corn will be badly wanted next winter and spring. Receipts here have been fair and quickly snapped up by buyers. Heavy weight old oats are commanding a premium and the demand is not yet satisfied. Rye has been meeting with good export trade and prices have stiffened somewhat.

Clover seed has its ups and downs but is mostly awaiting the outcome of the domestic crop which is doubtful. Some good fields have been seen and others that were very poor. Rains have helped but dry weather is needed for curing. October Clover, representing the new domestic crop, has met with excellent support around the \$20 level. Buyers have been awaiting setbacks to buy Clover because of the investment possibilities. The acreage is known to be short again and it is more than likely the crop will be short also. Foreign advices indicate that favorable weather has improved their crop especially in France and if it continues they will have a fair average crop. The highest prices for Clover usually come on the eve of the movement as records show, but should there be a short crop spring prices might be considerably higher. The carryover of domestic Clover is very small from all that can be learned and dealers will furnish plenty of competition for the new. The trend is expected to be mixed until after the crop is in and more is known about the yields. Alsike has been firm with some trade in the August and good demand for spot offerings. Timothy has been under pressure and sold lower but this is really expected with the movement starting after which the fall demand should cause a good reaction. The quality of new Alsike and Timothy is excellent and buyers should be well pleased with the crops. The wide discount of the December and February Clover under the October is attracting some attention but as they allow for delivery of foreign Clover adaptable to this climate this fact accounts for that. Some dealers have found their trade ready to try the cheaper Clover from abroad while others have not, with the result that domestic Clover of known origin is selling at a big premium.

Millfeeds have been cheaper with the possible exception of corn goods which have followed the advance in that grain. The decline in wheat prices caused buyers to hold out for lower prices but notwithstanding they have booked liberal amounts for delivery in August and September. Rains have improved dry pasture land and the country demand has suffered. The output has also been increased with the result that stocks have grown. Millers still feel confident, however, that heavier feeding operations this fall will have a stiffening effect on millfeed prices. There has been good inquiry for flour middlings lately and it may be that buyers will have to replenish stocks which were very low at the end of the season. Mixers have also been more active and they have a good inquiry for special brands. There is also the possibility of some export business being done later and this should take the slack out of the domestic market. Some accumulation is expected at this time but millers are not worried about that.

Hay prices have been adjusted to the new crop and dealers report a fair demand from race track trade. Receipts have been light due to farm work. Just now the trade is spasmodic and the better grades bringing the top prices. While prices are low at present it is felt among the trade that a fair fall trade will turn the trend upward again. Buyers are tempted to hold off just now expecting a heavier movement later. The southern trade are being supplied with cheap hay and this is also causing a quiet local demand. Farmers are expected to hold their barn stocks and this should help the terminal market prices later. The quality of the new hay is all that can be desired and should please the consuming trade.

An elevator formerly operated by Brindle & Ewing, Melvin, Ohio, was totally destroyed by fire during the past month. Loss was said to be around \$25,000 and only partially covered by insurance. One car of wheat on track also burned.

Urban Troeger of Highland Township, near Defiance, Ohio, is the new champion wheat grower of Ohio. His report of a yield of 61.56 bushels to the acre was confirmed by officials of the state university who measured it. The wheat was of the Fulhio variety and his field of 9.56 acres produced 576 bushels, as measured by the threshing machine with 12 bushels added because of weight over-run. The former state record of 55 bushels was set 10 years ago.

The first cars of new wheat received in this market came in July 29 and graded as follows: 1 car No. 1 Red, 62 pounds, 12.3 moisture; 2 cars No. 2 Red, both 14 per cent moisture and 59.6 and 61.3 test weights; 1 car No. 4 Red, 60.2 pounds, 15.5 moisture.

Three were from central Ohio and one from the northern part of the state. A year ago the first car arrived July 14, and came from Henry County.

The grain elevator at Holgate, Ohio, formerly the Snyder Milling Company plant, and lately operated by Hipp & Shockey as the H. & S. Grain Company, was burned to the ground the evening of July 21, the loss being estimated at \$25,000.

Jesse W. Young of Southworth & Co. was in the eastern states during the month on a business trip for that firm.

Louis Schmunk, formerly manager of the Antwerp Equity Exchange, Antwerp, Ohio, has resigned to become manager of the Ottawa County Co-operative Company with plants at Rocky Ridge, Curtice and Graytown, Ohio. A brother, Pete Schmunk, becomes manager of the Antwerp plant.

Kellogg & Buck, progressive grain dealers of Morenci, Mich., gave their annual dinner to grain dealers and friends in their territory during the past month. Nearly 100 attended, including several from Toledo. This has been a custom of theirs for several years on the eve of the new movement and those attending are given ample opportunity to express their views. It is needless to say that those who are so fortunate to attend look forward to it each year as it serves to create a closer bond among those who are striving along the same road meeting the same problems. Sam Rice, of Metamora, Ohio, and president of the Ohio Grain Dealers during the past year, presided in his usual masterful style.

John Wickenhiser of the firm bearing his name, celebrated a birthday during the past month. The writer failed to get the exact number of years this veteran grain man has seen, but suffice it to say his looks belie his age and congratulations were hearty from fellow members of the Exchange.

## BUFFALO

ELMER M. HILL

CORRESPONDENT

ANOTHER large grain elevator and flour mill is to be erected in Buffalo. The Chamber of Commerce announces that the International Milling Company, of Minneapolis, one of the five largest flour producers in the country, has decided to erect a new mill and grain storage elevator on a site fronting on the Buffalo River adjoining the Interstate grain elevator. Construction is expected to start within the next year. Details of the proposed elevator and mill have not yet been announced by F. A. Bean, vice-president of the company, who is on his summer vacation in Arizona. The elevator, however, will have a capacity in excess of 1,000,000 bushels and will be of concrete construction.

It is reported in local grain and elevator circles that George E. Pierce, who formerly operated the Dakota and Great Eastern Elevators in the Buffalo Harbor, has again taken charge of these two houses. Although Mr. Pierce admitted he has closed a deal for taking over these two grain elevator properties, details of the transaction were not announced. A new corporation is being formed to operate the Dakota and Great Eastern Grain Elevators which have a combined capacity of 3,700,000 bushels, but the personnel of the new company has not been revealed. Mr. Pierce has been connected with the grain and elevating interests at Buffalo since 1894.

The E. A. Schwab Grain Company, Inc., has been incorporated under the laws of the State of New York with an authorized capitalization of \$10,000 to engage in the hay and grain business with headquarters in Buffalo. Offices have been opened by the new company and the directors include Edward A. Schwab, Mary E. Schwab and Charles H. Schwab.

Buffalo grain and elevator interests were represented at the opening of the New York grain futures market and luncheon in New York city early this month. The Buffalo men found much enthusiasm among the New York operators, all of whom spoke favorably of Buffalo as the delivering port for New York future sales. Julius Barnes, who was chairman of the Luncheon Committee, described Buffalo as an ideal port for the handling of grain and commented upon the development of new elevators and the rapid dispatch given to lake shipments.

All but five employees of the New York State Grain Elevator at Oswego were laid off late last month by T. F. Farrell, commissioner of canals and waterways at Albany because of lack of business at the state elevator. The commissioner indicated he regretted the necessity of curtailing operations at Oswego but said the action is necessary. It is expected the state elevator will be operated on part time until early in September when the movement of grain over the Great Lakes route via



the Welland Canal will increase. Plans are under consideration for the installation of a new grain drier at the Oswego Elevator.

\* \* \*

There has been a little lull in the Great Lakes grain trade in the last few weeks with practically no demand for tonnage at either the American or Canadian Head of the Lakes. There also has been an easing off in the grain shipments from Chicago and South Chicago to Buffalo and other Lake Erie ports. Buffalo elevators are unloading about 3,000,000 bushels a week which is only a little more than 500,000 bushels a day.

\* \* \*

Salesmen of the Ralston Purina Company held their annual sales convention in Buffalo last month. Representatives of the company from New York, Pennsylvania, the New England States and Canada were in attendance. Among the problems considered was the expansion of the organization contingent upon the start of full time operation of the new feed mill of the Ralston Purina Company in Buffalo some weeks ago.

\* \* \*

Henry Veatch, eastern representative of the Kansas Milling Company, who was one of the representatives of the Buffalo Flour Club at the convention of the Federated Flour Clubs of America in Philadelphia, was guest of honor at a meeting of the Buffalo Flour Club upon his return from the convention. Mr. Veatch was elected president of the Federated Flour Clubs.

## DULUTH

S. J. SCHULTE - CORRESPONDENT

THE passing of the original farmers pool was signalized in the recent sale of the membership of the American Wheat Growers Association to the Kellogg Commission Company at a consideration of \$5,500. The first season the Growers association operated on this market it did a fair volume of business but it fell off to such an extent that it was negligible during the last two years. With the purchase of the membership it is understood that the Kellogg Commission Company plans to place an additional operator on this market.

Anton Tretten has purchased the Board of Trade membership of Wendell W. Moore. Mr. Tretten will continue with Warren S. Starkey with whom he has been associated since last fall.

\* \* \*

Frank Pierce of Barlett Frazier Co. is credited with handling the first lot of new crop Durum on this market. On August 6 he sold 25,000 bushels of Red Durum to arrive to an elevator. Marketing of new Spring wheat and Durum is expected to start in unusually early this season as a result of the ripening of much of the grain over the Northwest having been forced through heat and drouth conditions.

\* \* \*

Economic conditions in Europe are steadily improving, but from present indications it looks as if some of the countries will hold down their imports of flour, wheat and other grains to a minimum this fall and next winter on account of the exchange situation being still unsatisfactory. For that reason they are likely to cut the corners close and make their domestic crops go as far as possible through the use of substitutes, said Benjamin Stockman, manager of the Duluth Superior Milling Company. Mr. Stockman spent four months in Europe, winding up with a visit to his old home in Scotland.

\* \* \*

Operators on this market are looking forward to handling a fair amount of barley during the present crop year. The grades have been made deliverable at the following price differences—No. 1 barley two cents above the contract price; No. 2 five cents under the contract price; and No. 3 eight cents under the contract price.

An interesting recent development on this market was the inauguration of a heavy movement of new crop Winter wheat from the Southwest on account of the Washburn Crosby Company. As many as 177 cars a day of that grain have been moving this way during the last two weeks and the quantity of it now held in Great Northern Elevator "S" is nearly 1,400,000 bushels. It is scheduled to be forwarded down to Buffalo.

\* \* \*

Elevator and grain trade interests here were given a shock through the re-opening of the old freight rate differentials in the movement of grain between Duluth, Minneapolis and eastern points, by lake and rail or all-rail, by the announcement by the Minneapolis & St. Louis Railroad of a reduction of three cents per 100 pounds on grain and flour shipped from the Missouri River by way of Minneapolis to points east of Illinois, followed later by the announcement of a further reduction of six cents per 100 pounds in all-rail rates on grain and grain product shipped from northwest Minnesota, North Dakota and Montana to the East by way of Minneapolis. The rate reduction applies to all shipping points in northwestern Minnesota that take the same rate to Minneapolis as to

Duluth, the Minnesota territory affected being roughly the Red River Valley, from Detroit, Minn., north to the Great Northern. The four major railroads serving Minneapolis territory have announced that they would meet the Minneapolis & St. Louis Railroad's reduction so that the fat is now in the fire for the re-opening of another fight between the various primary markets. The Duluth Chamber of Commerce and the Kansas City grain boards have announced their intentions to petition the Interstate Commerce Commission to suspend the new rail charges. The Commission at the outset refused to suspend the reduction announced by the Minneapolis & St. Louis Railroad upon the petition of the railroads operating between Minneapolis and Chicago. The new six-cent reduction in the all-rail from Minneapolis to points east would be effective on August 25, subject to the approval of the Interstate Commerce Commission. The outcome of the controversy is regarded as vital to the Duluth market and a hard fight against any reimposition of discriminatory grain freight conditions such as existed prior to the war period. As a result of lengthy hearings by the Interstate Commission beginning back in 1911, the present freight rate differentials were re-established between the primary markets, and Duluth and the other markets have since been operating on the present lineup of lake and rail and all-rail rates to the East which Minneapolis interests contend have been taking their milling trade away from them and transplanting it at Buffalo. Duluth operators, on their part, contend that the rates that were made effective as a result of a long drawn-out fight, have simply accorded them the advantage of their position at the head of lake navigation while on the rate structure that existed previously the lake, to all intents and purposes, was moved back to Minneapolis. Following the rate readjustment Buffalo millers were placed in better position to draw their Spring supplies through this market and the Occident Elevator here was promoted by the Russell-Miller Milling Company to assemble wheat supplies for its mill at Minneapolis. Duluth operators have announced that they are getting all set for a fight against any reimposition of the grain freight rate structure as it existed 10 years ago.

\* \* \*

The Great Northern, Northern Pacific and Soo Line Railroads will continue the practice of holding grain cars for sampling at seven points on their lines at a charge of \$4 a car or about three cents a bushel. Therefore, as in the past, cars will be held at sampling points for sampling by state grain inspectors and subsequent instruction to forward to either Duluth or Minneapolis, according to which might happen to be the most favorable market. Up to the present, the railroads have held cars of grain at sampling points without charge but the privilege was abused to such an extent that it resulted in congestion during the rush period in the fall and tied up so much car equipment that the railroads would have been placed at the necessity of ordering large numbers of additional cars to maintain an adequate service. On that account the roads served notice of withdrawing the privilege on May 16, but the matter has since dragged along with hearings before the Joint Regional Board at Duluth and Minneapolis. The settlement reached was much in the nature of a compromise. It is presumed that the imposition by the railroads of a charge will result in a curtailment in the number of cars held at sampling points and thus serve as a corrective of a past abuse in which handlers of grain at Minneapolis are considered to have been favored.

\* \* \*

The first cars of new Hard Winter wheat on this market for the season were handled by the Hallet & Carey Company. The grain weighed as high as 61½ pounds, carried 14.55 and 15.05 per cent protein, and was sold to a Buffalo milling company at considerably under the basis for Spring wheat.

\* \* \*

Specialists in the rye market on the Duluth Board have passed through some pretty trying experiences recently on account of the sharp fluctuations that have come about in that grain. The Itasca Elevator Company and the Cargill Commission Company were credited with having put through a fair volume of export trade at times and during that period the quotation in the nearby future was run up to \$1.09. Just as the story goes the senior partner desired to sell a couple of cars of rye they had stored in their feed warehouse. The junior partner who was about to leave upon his vacation demurred saying: "We will get \$1.25 for that rye and should it go up there before I return, you may sell it." As it turned out the rye market slumped to 98½ within 10 days after the partner got away and vision of the prospective fat profit at \$1.25 faded.

\* \* \*

W. D. Jones, manager of the Hallet & Carey Company's Duluth office was accorded an enthusiastic reception upon his return from a 12 days auto inspection trip during which he covered over 2,500 miles of grain territory over northwestern Minnesota, North Dakota and Montana. His estimate as a result of what he saw was that North Dakota should produce a crop of 30,000,000 bushels of Spring wheat and 50,000,000 bushels of Durum this season. The Red River Valley looked well, he said, and he saw sections of magnificent wheat that would run up to 35 bushels an acre in northeastern North Dakota. And to cap all, he

came through some sections in Montana where he figured as high as 40 bushels an acre of Spring wheat should be harvested. The heartrending part of his experience came in passing through North Dakota covering a triangle 200 miles in length by about 60 miles in depth that had been made practically a desert through drouth, apart from a showing in flax that had not been killed off. It started in at Geneseo, then ran down to Flodden in its southwest corner, then to Stanton and Washburn, and then on to Larmour and Oaks. In that area 11,000,000 bushels of Spring wheat and Durum were harvested last season and the promise during the first part of this season was thought equally as good. Mr. Jones failed to find any trace of black rust over the entire ground he covered and as the grain was so far along he felt sanguine it would all escape that pest. He placed the flaxseed yield for the Northwest at 22,000,000 bushels or 2,000,000 better than the July Government crop report.

## PHILADELPHIA

WM. A. LOCKYER

CORRESPONDENT

WITH Hubert J. Horan, president of the Commercial Exchange and a factor in the local flour and grain trade, as the chief witness, Philadelphia's reply to the proposal of Boston and other New England interests that the existing port differentials on export grain and grain products, including flour, be changed was presented to the Interstate Commerce at Washington in the latter part of July.

Mr. Horan was on the stand for some time and his testimony was supplemented by representatives of the carriers serving the Port of Philadelphia, as well as by testimony by Baltimore interests which find themselves in the same position as Philadelphia, in presenting facts and figures to prove that the existing rates should be preserved rather than upset at this time.

Boston, which seeks the equalization of rates on all export grain so that it will be virtually on the same basis as Baltimore and Philadelphia, regardless of the greater rail haul involved, was heard previously, so that with the taking of Philadelphia testimony, October 1 has been set as the date for the filing of briefs, with oral arguments to follow if necessary.

In the course of last month's hearing, Philadelphia interests served notice that if the Commission decided to place all North Atlantic ports on the same basis, Philadelphia would insist that the rates be applied only to the "rail head" or elevator platform, and that service beyond that point be assessed on the basis of the charge for the service rendered. In this connection, Mr. Horan pointed out that the differentials in favor of Philadelphia under New York and Boston at present amounted to three-tenths of a cent a bushel on wheat, but that the railroads performed a service at New York in handling the grain from the freight cars to the ships at a cost of 1½ cents a bushel, thereby giving New York an advantage that amounted to five times the differential now allowed Philadelphia.

Mr. Horan pointed out that 67 per cent of the grain loaded for export at Philadelphia was handled directly from the railroads to the ships by means of water-side elevators. In New York only 6 per cent of the grain was loaded in the direct manner. Indirect loadings in Philadelphia were only 33 per cent of the total, while in New York they constituted 94 per cent of the amount exported. The chief New York method, he declared, was to "barge" the shipments to vessels standing in the harbor and put the cargo aboard by means of a floating elevator towed alongside the ship, the railroads absorbing these handling charges to the extent of 1½ cents a bushel.

E. P. Bates, assistant freight traffic manager of the Pennsylvania Railroad, and H. C. Stauffer, freight traffic manager of the Reading Company, presented the railroad side of the situation. Both defended the existing Philadelphia rates. Mr. Stauffer emphasized the large interest of the Reading in the Philadelphia grain trade, declaring that Philadelphia was the only port served directly by his road, and pointed out that the Reading Company now has under construction a new export elevator here which will cost approximately \$4,000,000.

The testimony was presented before Examiner Hosmer for the Interstate Commerce Commission.

\* \* \*

On August 1, last, there were stored in Philadelphia warehouses and elevators, 86,296 barrels of flour; 979,952 bushels of wheat; 83,186 bushels of corn; 181,007 bushels of oats; 3,835 bushels of rye, and 2,727 bushels of barley.

\* \* \*

A new form of ocean bill of lading for grain cargoes, to be used by Furness, Withy & Co., as of September 1, is regarded in local grain and shipping circles as indicating greater co-operation between shipper and steamship line than has been possible for years. While Furness, Withy & Co. is the first to take the step, other lines are expected to follow the



new form shortly, the Wilson Line of New York, having announced this intention recently, although not in such definite form as the British company.

"The form as printed is absolutely different from former bills of lading," according to J. L. Turnbull, assistant manager of the Furness, Withy offices here. "There is no longer a question of responsibility as between the carrier and the shipper, objectionable qualifying clauses having been eliminated entirely. The lading was designed primarily by the grain trade, the first step being taken in London some months ago."

The form as issued is known as the "shipped on board", because of the opening phrase of the lading agreement. Further, the carrier indicates that a definite service is undertaken, by continuing the phraseology to state that the cargo has been shipped on the named vessel "to be conveyed and delivered" to a certain destination, barring unforeseen accident or conditions. This is in contrast to some forms of ladings, which still use the old phrasing, "received on board for delivery" by a vessel; or through hidden clauses, relieves the vessel or the line of reasonable responsibility of a common carrier.

Furness, Withy & Co. are big factors in the local grain carrying trade.

During the month of July, 317 carloads of grain were unloaded at the Girard Point Elevator of the Pennsylvania Railroad; 138 carloads were handled at the Port Richmond Elevator of the Reading Company, while at the Twentieth Street Elevator of the latter, 33 carloads were unloaded.

## KANSAS CITY

B. S. BROWN - CORRESPONDENT

THE Kansas City Board of Trade has filed a protest with the Interstate Commerce Commission asking a suspension of the uncompetitive rates on grain and flour from Minneapolis and the Northwest to Buffalo and seaport towns. With the already existing difference of 4½ cents per bushel between rates from Minneapolis to the seaport territory, and Kansas City to the same territory, the additional cut of six cents enlarges and extends the discriminatory situation which has existed between the two points. Under the present tariff, to go into effect August 25, the rates from Kansas City are 21 cents a barrel more than from Minneapolis to points which are in any cases less distant from this market. It is the action of the Minneapolis & St. Louis Railroad which recently announced that their rate on grain and grain products from the Northwest to the East by way of Minneapolis would be cut six cents which brought about the action of this Board. The influence of such a rate cut on the grain business in this territory would be depressing, and according to grain men here, would reduce materially the volume of trade of this region. In case the protest of the Kansas City Board is given consideration, the result will be that the date for putting the tariff into effect will be held up until there can be a hearing before the Interstate Commerce Commission. Other boards of trade, and grain and milling organizations in this territory will file similar protests with the Commission, and when the hearing is held, the Southwest will be well represented.

On Monday July 26, all records for wheat receipts at Kansas City were broken, when 2,121 cars arrived at this terminal. The nearest approach to this record was on July 28, 1924, when 1,872 cars were received here. This will probably remain the high mark of the season. Last Monday only 1,580 cars arrived. The Kansas Grain Inspection Department had their biggest day on July 26 also, sampling 1,645 cars. This is the biggest test the department has received and all went through without delay or undue confusion. The situation here with reference to box cars is fine, and with the peak passed, it is agreed that this is the first time so large a wheat crop has gone through without an embargo or trouble of any kind. The work of the Trans-Missouri-Kansas Shippers Advisory Board, of which Clyde M. Reed is chairman, and the terminal committees with C. W. Lonsdale as general chairman have been largely responsible for this happy condition.

The recent change in standard, which grades wheat smutty on the basis of 11 smut balls in 250 grams of wheat, instead of 15 smut balls, was the subject of a protest by W. B. Dalton, chief inspector of the Kansas State Grain Inspection Department, addressed to Secretary Jardine. The change, which was made in Chicago in June is considered unfair because the growers and grain trade were not represented at the conference at which the change was decided upon. According to Mr. Dalton it was impossible to tell how sweeping the effect of the new standard would be until the season was well under way, but now they are able to say that the new ruling puts at least 15 per cent of wheat in the smutty class, which under the old standard would have been graded clear. This represents a loss of \$60 per car on wheat having 11 smut balls or more per 250 grams, and is

working a hardship on the farmers, who are protesting vigorously. The protest does not imply that the department believes there should be no standard as to the smut content of the wheat, but contends that the old standard of 15 smut balls was much more fair than the new ruling. There has been no action taken in reply to Mr. Dalton's telegram as yet.

The Uhlmann Grain Company has contracted for a 1,300,000-bushel additional grain storage capacity to its present plant located in the "Katy" Railroad yards is Rosedale. With the addition they will have a capacity of 2,300,000 bushels. The cost of construction is estimated at between \$340,000 and \$400,000, and the plant is to be completed in three months. James Stewart & Co. of Chicago is building the structure, having also built the original building. The company expects to start filling the new tanks by November 1. The Uhlmann Grain Company was organized in May, 1923, and Paul Uhlmann, vice-president of the company is in charge of the Kansas City office.

Hale W. Manuel, of the Washburn-Cresby office here has been admitted to membership in the Kansas City Board of Trade on a transfer from Arthur M. Hartwell of the company's Minneapolis office. Mr. Manuel, who has been in Kansas City for the past year, is assistant to R. E. Swenson, head of the grain department, and will assist Mr. Swenson on the floor. Mr. Manuel came here from the Minneapolis office where he was for three years. Mr. Hartwell has been with the company for 15 years, and while located in Minneapolis, spends a few weeks every year in Kansas City.

E. H. Tipton, assistant transportation commissioner of the Kansas City Board of Trade, has resigned to become traffic manager with the Larabee Mills, taking the place of Murray Van Meter, who is leaving that company. Mr. Tipton has been with the Kansas City Board for 8½ years, having been prepared for his work as transportation commissioner for 15 years in railroad work. As yet there has been no one appointed to take Mr. Tipton's position.

The Southwestern Millers League has lodged a complaint with the Public Service Commission of the State of Kansas, against the proposal of the railroads to change the rate for mixed carloads. They are asking for a change of schedules to fix the rate for mixed carloads so that they will move at the figure of the highest rated commodity in the car. The Union Pacific has had this plan for some time, and now the other railroads operating in the state are on the point of adopting it. This plan works to the disadvantage of the small merchant, who is unable to take 40,000 pounds of flour at one time, but who can handle a mixed car of flour, feed, and other grain products. The extent to which this plan operates to the disadvantage of the flour consumers in Kansas, is shown by the fact that practically every car shipped within the state is a mixed car. All interstate movement is made at a rate fixed according to the rate of each separate commodity, and Oklahoma and Texas have a similar intra-state plan. Kansas is the only state having a rate fixed by the rate of the highest rated commodity in the car, and that is only on the Union Pacific at present. The complaint is against the Union Pacific in an attempt to compel them to change their plan, and against the new move of the other railroads to adopt the plan of the Union Pacific. The hearing will be held September 13 at Topeka.

J. Juul, assistant secretary of the Southwestern Milling Company, has been elected to membership on the Kansas City Board of Trade. The membership was purchased at a cost of \$11,000, including the \$500 transfer fee. Mr. Juul has been with the Southwestern Milling Company for 14 years.

A. R. Peirson, veteran grain man of this city died here at his home July 12. Mr. Peirson, as one time president of the Peirson-Lathrop Grain Company, was manager of the consignment department of the Lathrop-Marshall Grain Company at the time of his death. He was one of the oldest members of the Kansas City Board of Trade, having become a member in 1894. Although 67 years old, Mr. Peirson had been active up until a few days before his death, which came as a result of heart trouble. He is survived by his widow, Ida Lee Peirson, and one son, Edward W. Peirson, of Chattanooga, Tennessee. He was buried in Fort Scott.

Santa Fe Elevator "B" in the Santa Fe Railroad yards at Argentine, which was recently purchased by John M. Davidson, of the Davidson Mill & Elevator Company, from the Armour Grain Company, of Chicago, was destroyed by fire on July 9. The fire is believed by firemen to have been started by lighting in a storm. Insurance covered a part of the loss, the value of the building having been estimated at the time of the purchase by Mr. Davidson, at \$169,000. More than 60,000 bushels of wheat and kafir corn were in the elevator. Elevator "B" was one of the first grain elevators to be built in Kansas City, and was more than 35 years old. It had been remodeled at various times, and in 1913 was completely renovated and much new equipment was installed at that time. It was one of the few remaining elevators of wood-crib construction. Mr. Davidson has made no plans for rebuilding the elevator.

## LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

STORAGE space is at a premium in Kentucky today, more especially in central Kentucky and at Louisville, account of the Kentucky wheat crop showing an abnormally fine yield, of the highest quality wheat on record, and making something more than 4,000,000 bushels, instead of an anticipated 2,900,000 bushels. Movement has been free, and elevators were quickly loaded up, to a point where buying is now slow, because of lack of storage space.

At Harrodsburg, Burgin, Lawrenceburg, Danville and other central Kentucky points, elevators and mill storage space is full, and mills have wheat to sell. At some points wheat was reported on track, that couldn't be unloaded. Louisville mills and elevators are full up.

The 1926 crop came from a relatively small acreage, but 97 per cent or better of the crop is grading No. 1, some of it showing 63 pounds or better to the bushel, instead of around 58 pounds, and netting the farmer two cents a bushel more than for No. 2. Kentucky will need no seed wheat this year, as she has quality seed wheat to sell. No. 2 Soft Red Winter wheat is worth around \$1.38 to \$1.39 a bushel at the present time, having been up to close to \$1.50 early in the crop moving period.

Movement of corn has been fair, but has slumped off somewhat. No. 2 White corn is quoted car lots, at 90 cents; Yellow, 88 cents.

Feed prices are weaker, bran in jute being \$27; middlings, \$30; mixed feed, \$29, with prices around \$1.50 a ton higher in cotton.

Old hay is now off the market. New hay is worth around \$18 to \$19 a ton for No. 1 Timothy; No. 2, \$17.50 to \$18; No. 1 Clover, \$19. Practically no Clover or Alfalfa is on the market. Clover is very scarce this year.

The Kentucky Public Elevator Company reported that it was full up, and turning down business which it would be mighty glad to handle. In addition to heavy storage of wheat the company is handling a good in and out movement on wheat, corn and oats.

Ed Scheer, Bingham Hewett Grain Company, reported that business had been quite fair on grain, and that milling corn was still in fair demand, at premiums over yellow and mixed. Oats have also been fair.

Henry Fruechtenicht reported only fair business, but he is expecting good movement on seed oats, and recently brought in a couple of cars of Northern White oats for seed use. Mr. Fruechtenicht stated that he hadn't seen any Clover hay in two weeks, and that Alfalfa was just as scarce.

Oscar Fenley, president of the Kentucky Public Elevator Company, is spending a vacation of two months at Wequetonsing, Mich., having left in mid-July.

Through the Louisville Board of Trade the business interests of Louisville and the state will probably fight an increase of 12½ per cent in fire and tornado insurance rates in Kentucky, ordered into effect on August 2, by the Kentucky Actuarial Bureau, claiming five years losses for the companies. It was without state department sanction, and was enjoined by a state court. Later a Federal Court issued a restraining order against interference with the increase, but the state order was already effective and the old rates are being used until the matter is settled by the courts, policies carrying riders allowing the collection of increase, if allowed. It is contended that the action was illegal, as it was not sanctioned by the state insurance department. Companies indicate that if they are not given an increase they will withdraw from the state, as they did in 1914, when they forced the state to invalidate a new law. It is believed that an increase will be allowed, but probably not more than 8 or 10 per cent.

Much trouble is being experienced on Kentucky borders over a new law, which reads that every truck or commercial vehicle operating within the state must carry a state license; which will range from \$20 to \$250 according to weight and power of truck. Kentucky started enforcing the law at the border, and Indiana, Ohio and other states followed. Kentucky borders touch with Indiana, Illinois, Ohio, Missouri, Tennessee, Virginia and West Virginia, taking in a lot of territory. In reprisals some state have been locating men at crossing points and forcing every truck to secure licenses. It is hoped that an early agreement can be reached, as conditions are very



unsatisfactory. Ohio interests will make an effort to secure a modification; and the Kentucky Motor Truck Club, Indiana departments, etc., are also trying to reach an amicable settlement. In the meantime truck movement of wheat, produce, etc., is being affected.

Corn in Kentucky from a poor start has improved a lot over late July and early August, as a result of cooler weather, and excellent rains. Corn in some sections showed white tassels, and was badly lacking in milk, account of drouth. The crop doesn't promise to be big.

A gang of boys, from 7 to 15 years of age is being corralled at New Albany, Ind., following confessions of a string of fires, which burned the John H. Shine Elevator Company's stables, some box cars, etc.

The Shelbyville (Ky.) Feed Company has started work on a new building to replace one that was recently burned.

From Harrodsburg, Ky., it is reported that yields of wheat were as low as 25 bushels to the acre and as high as 50 bushels, and that the county had over 400,000 bushels.

Harry A. Volz, of the S. Zorn Company, grain dealers and elevator operators, as president of the Board of Aldermen, has been acting as mayor of Louisville for several weeks, while the mayor was on a vacation.

Thieves recently smashed a safe at the store of Ross & Zeits, local hay and grain dealers, but failed to enter the container, which at the time contained about \$800.

W. A. Thomson, head of W. A. Thomson & Co., grain dealers and elevator operators, recently lost his wife, Mrs. Anna Fritts Thomson. Her husband, and one son, W. A. Thomson, Jr., survive. Mrs. Thomson was 56 years of age.

C. P. Dodd & Co., local grain and hay handlers, recently suffered loss of about \$10,000, when a hay storage warehouse was burned on Kentucky Street, at Fourteenth.

The Ballard & Ballard Company, over the past few months has been putting up a line of pigeon feeds, there being five different brands, at from \$61 to \$91 per ton, and made up of very hard grains for the most part.

NEW YORK  
C. K. TRAFTON - - CORRESPONDENT

THE many friends of Archie Montgomery here and in western markets will be glad to learn that he has been steadily improving recently. The latest report is that he is so greatly enjoying life at Bermuda that he will not return to his post on the New York Produce Exchange until October. For many years he has been well known to grain men not only here but virtually all over the world and is now connected with the general commission firm of Montgomery, Straub & Co., Inc.

Edward T. Cushing, one of the oldest members of the grain trade received a cordial welcome from his many old friends when he came on the Produce Exchange floor recently for a brief visit, the first since last January. During the long interval the condition of his health had been a source of great anxiety as he was suffering severely from heart trouble when he left. Before his short visit his friends were much gratified to hear that he was coming along nicely, which reports were substantiated by his fine appearance. It is confidently predicted that he will be back at his customary post before long. In addition to his prominence in the grain trade, Mr. Cushing occupied a leading position as a strong advocate of the Erie Barge Canal.

John E. Hammond, well known Chicago grain trader, spent several days recently with friends in the local grain trade. Upon one occasion he visited the new wheat pit suitably attired in a suit of light summer material and a straw hat of the African helmet style. He immediately became the object of the good-natured "razzing" usually aroused by any unusual sartorial display, but he actually had the last laugh as it was one of the hottest days in the year and there was no doubt that he was much more comfortable than those less sensibly clad who participated in the "kidding". At any rate, he took it all in good sporting style.

Walter Munn is another "old-timer" in the grain trade about whom more encouraging reports have

been received recently; the latest being that he is recuperating satisfactorily in the Pocono Mountains and will probably be back at his post late in August or early in September. Mr. Munn who has occupied various prominent positions in the grain world and is now manager of the New York Produce Exchange office of Lamson Bros. of Chicago, was forced to absent himself from business about two months ago owing to a severe attack of pneumonia.

Van Wyck Smith is also guilty—another old-time member of the Produce Exchange who has given his many friends something to worry about during the past few months. But it was not his fault; just another automobile accident. He had just left his summer home at New Hamburg, near Poughkeepsie, N. Y., to catch a train for the city when he was knocked down by an auto. After a careful check-up it was found that he had a broken ankle, arm and wrist. All this happened about a week before Decoration Day and was enough to keep him at home for about two months. Although still somewhat crippled he was able to get down to New York late in July and was warmly welcomed by his many old friends.

Arthur W. Cutten of Chicago, has applied for membership on the New York Produce Exchange. New members are William J. Melody of the Melody Grain Company, E. W. S. Knudson of the Hansen Produce Company, J. Carroll Fahey of the Maryland Grain Company of Baltimore, William H. Johnson of the Canadian Co-operative Wheat Producers, Ltd., L. W. Leisner of L. W. Leisner & Co., E. G. W. Borer of Borer & Ulrich, C. E. Martin, grain broker. Applications for membership were filed by Joseph B. Cleaver of Rayner & Stonington, Inc., Henry E. Sellers, Gooderham, Melody & Sellers, Ltd., W. H. Riegan.

Visitors on the Exchange have been W. G. Husband of the E. P. Bacon Grain Company of Chicago; James F. Cleary, formerly with the New York office of Jackson Bros. & Co., but now at Chicago; J. C. Husted, Chicago; W. H. McGurk, Chicago; Orville O'Neill of Chicago.

MINNEAPOLIS  
EDWIN O. WELDE CORRESPONDENT

PETITIONS supporting the six cent rate reduction on grain and grain products from Minneapolis to the East, made by the Minneapolis & St. Louis and Soo Railroads have been sent to Washington by the Minnesota Farm Bureau and North Dakota Railroad Commission. A petition is also being prepared by the Minnesota Railroad and Warehouse Commission.

The three-cent cut in rates on southwest grain and flour, moving east from the Missouri River by way of Minneapolis came into effect August 9. The Milwaukee, Northwestern, Great Western, Rock Island and Burlington Railroads were granted authority by the Interstate Commerce Commission to advance the effective dates for their tariff reductions from August 28 on their plea that an emergency exists and that the 30 days publication of the rates should be waived. The original three-cent slash was made by the Minneapolis & St. Louis Railroad July 10. The Soo Line has announced parallel reductions.

The present status of rate changes affecting the northwestern grain markets are:

Three cent reduction on grain shipped from the Southwest through Minneapolis into territory east of Chicago.

Six cent reduction on grain shipped from northwestern Minnesota, North Dakota and Montana and shipped from Minneapolis as grain or grain products, tariff filed by the Minneapolis & St. Louis Railroad, effective August 25 into territory east of Buffalo and Pittsburgh. Tariff filed by Soo Line effective over its Sault Ste. Marie route September 2 into New England.

The Soo Line, Northern Pacific and Great Northern will continue the practice of permitting the sampling of grain cars at seven outside points in Minnesota. A charge of \$4 per car or about three-tenths of 1 cent per bushel is to be made for the sampling privilege. The Northern Pacific has a sampling point at Staples, the Soo Line at Glenwood and Thief River Falls, and the Great Northern at Willmar, St. Cloud, Cass Lake and Sandstone.

Revised rules for the sampling of grain shipments have been presented by the state Railroad and Warehouse Commission to the Minneapolis Grain Shippers Association, Minneapolis Civic & Commerce Association and the Duluth Board of Trade. Tentative plans for a hearing on or about August 16 to urge a compromise of the commission's ruling have been made.

The new rules would place sampling of grain within the jurisdiction of the state sampling department and taking it out of the hands of private sampling bureaus.

Under the order issued by the Railroad and Warehouse Commission July 17, only two samples may be taken from a car of grain, one by the state grain inspection department and one by a private sampler. The proposed revised rules would allow for an increase to be made in the number of samples taken, but the increase would be left entirely in the hands of the state department.

The first car of Minnesota Spring wheat of the 1926 crop arrived at the Minneapolis market Saturday, July 31 and, after tests of samples by the state grain inspection department, was graded No. 1 Dark Northern. Although cars of Winter wheat of the 1926 crop have been received at this market, as well as Spring wheat shipments from other states, this was the first car of Minnesota Spring wheat received. The wheat showed a test weight of 58.4 pounds per bushel, a protein content of 14.65 and 14 per cent moisture. The wheat was grown by Cram Bros. and was shipped from Waterville to the Marfield Grain Company.

According to N. J. Holmberg, state commissioner of agriculture, who has just returned from a weed inspection tour of the Red River Valley, many fields of wheat in northwestern Minnesota are yielding 25 to 35 bushels to the acre. There is some black rust, but the grain is so far along that the damage will be negligible. He described crop conditions as "quite satisfactory," though fields are not as uniform as usual.

Harold D. McCord, one of the best known grain men in the country, formerly of Minneapolis and president of the Merchants Elevator Company, which operated elevators for 20 years in Minneapolis and throughout the northwest, committed suicide July 27 by shooting himself on a farm near Le Claire, Iowa. Mr. McCord lost practically all his holdings in the company after the war. The company later was dissolved and its elevators were acquired by other companies. He left Minneapolis in 1921, where he was prominent in grain circles for 20 years, moving to Davenport, Iowa, where he supervised one of the Merchants Company's elevators. Later he retired to a farm at Le Claire, a few miles from Davenport. He is survived by his wife, and a brother believed to reside in California.

Woodward-Newhouse Company, Minneapolis grain commission house, recently withdrew from membership in the Minneapolis Chamber of Commerce, and arranged for voluntary suspension of its business. The firm carried on an extensive business in the marketing of grain and had offices at 64 Chamber of Commerce. According to Mr. Newhouse, president, the heads of the firm are quitting the grain business in order to devote their time to management of real estate which they have acquired.

L. J. Fitzpatrick, milling and grain freight solicitor for the Great Western Railway, has been made commercial freight agent for that road in Minneapolis to succeed Lucius Caswell, who died recently.

S. M. Arneson, McLaughlin, S. D., president of the Northwest Grain Marketing Company, died July 22 in a hospital at St. Paul. He was one of the organizers of the firm and had been in Minneapolis attending a board meeting the day before he was taken sick and died a few days later.

D. P. O'Neil has been reappointed a member of the board of grain appeals at Minneapolis.

George A. Aylsworth, formerly of Kansas City, has become a member of the firm of Goetzmann-Aylsworth Grain Company, Minneapolis, which was formerly the A. L. Goetzmann Company, Inc. He has left for Kansas City to open up a branch office for the company.

The local office of the American Wheat Growers Association will be closed temporarily, owing to failure of the South Dakota wheat crop, but will retain its membership in the Minneapolis Chamber of Commerce.

Ross A. Dinsmore, vice-president of the McCaull-Dinsmore Company, grain, Minneapolis, is visiting at Jasper Park in the Canadian Rockies.

GRAIN NEWS FROM BOSTON

By L. C. BREED

In the New England ports differential case, the hearings have been held at Washington, both sides have until October 1 to file their briefs. The decision on the matter by the Interstate Commerce Commission may not be rendered before the end of the year.

The American steamer *Chickasaw* sailed from Boston the past week for London, Dundee and Aberdeen with 30,000 sacks of Canadian flour for Scotland.

A special meeting of the members of the Boston Grain & Flour Exchange was called by a posted notice to be held August 3 for the following purpose: To take some



# THE AMERICAN ELEVATOR AND GRAIN TRADE

Fifty-Fifth Year

action on the proposition of the sale of the Boston Grain & Flour Exchange Building, the Boston Chamber of Commerce having received an offer for the same, and giving the Boston Grain & Flour Exchange the first opportunity to either purchase or decline the offer. At the meeting it was decided that the Exchange was not in a position to purchase the building, and a committee was appointed to confer with the Chamber of Commerce.

The market on coarse grains is ruling irregular and prices fluctuate daily. Corn is in rather moderate demand, while for oats there is more inquiry. Feedstuffs are quiet, as owing to good pasturage the consumption is curtailed. Wheat feeds are ruling firm because of light stocks and restricted output from the mills.

Top grades of hay are in light supply and are firmly held. Ordinary grades while in larger receipt, are steady in price. The advices that are being received from shippers confirm the reports of a serious shortage in the hay crop. Farmers have been planting various kinds of grains to make up their requirements for their stocks and to market as much hay as possible to get the benefit of the advance in price which is expected for the new crop. Receipts of hay for the month of July, 269 cars; straw, 6 cars.

As tabulated by the Boston Grain & Flour Exchange the receipts of grain at Boston during the month of July were as follows: Wheat, 150,475 bushels; corn, 2,200 bushels; oats, 74,450 bushels; rye, 6,575 bushels; barley, 17,650 bushels; malt, 5,800 bushels; mill feed, 71 tons; cornmeal, 200 barrels; oatmeal, 1,330 cases; ditto, 360 sacks.

Stocks of grain at Boston in regular elevators as of July 31, were as follows: Wheat, 2,992 bushels; oats, 15,329 bushels; rye, 2,644 bushels.

Among the visitors to the Exchange during the month of July, outside of New England, were the following: C. H. Parson, New York City; W. G. Husband, Chicago, Ill.; A. E. Anderson, Chicago, Ill.; L. T. Purdy, Lake Helen, Fla.; C. P. Reid, Memphis, Tenn.; M. C. Burns, Buffalo, N. Y.; Fred G. Smith, Chicago, Ill.; R. I. Law, Jr., Chicago, Ill.; Charles C. Smith, Buffalo, N. Y.; J. D. Fagan, Troy, N. Y.; J. C. Schipper, Minneapolis, Minn.; Theo. C. Roake, Oregon City, Ore.; E. M. White, Duluth, Minn.

## RECEIPTS AND SHIPMENTS

Following are receipts and shipments of grain, etc., at the leading terminal markets in the United States for July:

**BALTIMORE**—Reported by James B. Hessong, secretary of the Chamber of Commerce:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	2,130,208	2,095,659	1,557,907
Corn, bus....	51,014	39,551	75,039
Oats, bus....	129,309	136,564	96,589
Barley, bus..	2,889	174,373	150,000
Rye, bus....	10,073	131,369	392,691
Malt, bus....	10,112	13,023	1,932
Buckwheat, bus	.....	1,228	.....
Millfeed, tons	1,767	1,589	.....
Straw, tons..	15	10	.....
Hay, tons....	1,107	749	.....
Flour, bbls..	86,387	88,235	11,141

**CHICAGO**—Reported by J. J. Fones, secretary of the Board of Trade:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	7,413,000	6,008,000	5,547,000
Corn, bus....	4,051,000	2,917,000	4,189,000
Oats, bus....	2,719,000	4,212,000	3,911,000
Barley, bus..	395,000	478,000	217,000
Rye, bus....	75,000	21,000	599,000
Timothy Seed, lbs.	672,000	687,000	566,000
Clover Seed, lbs.	107,000	68,000	202,000
Other Grass Seeds, lbs.	843,000	391,000	227,000
Flax Seed, bus.	348,000	98,000	2,000
Hay, tons....	10,548	11,116	1,580
Flour, bbls..	1,158,000	1,129,000	831,000

**CINCINNATI**—Reported by D. J. Schuh, executive secretary of the Cincinnati Grain & Hay Exchange:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	1,022,000	1,099,000	138,600
Corn, bus....	449,800	354,200	516,200
Oats, bus....	212,000	254,000	180,000
Barley, bus..	.....	11,200	74,000
Rye, bus....	11,200	4,200	.....
Kaffir Corn, bus.	5,600	5,600	.....
Hay, tons....	3,767	4,202	.....
Feed, tons..	1,290	1,740	.....

**CLEVELAND**—Reported by F. H. Baer, Traf. Com., of the Chamber of Commerce:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	76,290	38,526	15,142
Corn, bus....	159,318	66,652	103,876
Oats, bus....	269,546	147,055	113,766
Barley, bus..	.....	6,375	.....
Rye, bus....	1,480	2,360	.....
Hay, tons....	914	1,954	.....

**DENVER**—Reported by H. G. Mundhenk, secretary of the Grain Exchange:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	478,500	399,000	33,000
Corn, bus....	161,200	404,550	96,100
Oats, bus....	70,000	154,000	52,000
Barley, bus..	34,000	23,800	.....
Rye, bus....	1,500	3,000	.....
Hay, tons....	280	500	.....
Beans, C. L.	.....	.....	81

**DULUTH**—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	2,026,577	1,496,354	2,153,378
Corn, bus....	5,725	7,816	.....
Oats, bus....	303,758	851,687	1,316,427
Barley, bus..	156,469	1,012,695	320,343
Rye, bus....	278,539	183,040	1,799,937
Flax Seed, bus.	159,264	458,827	307,472
Flour, bbls..	649,265	599,935	683,075

**FORT WILLIAM, ONT.**—Reported by E. A. Ursell, statistician of the Board of Grain Commissioners for Canada:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	6,404,091	6,662,160	10,976,053
Corn, bus....	4,184	1,609	4,184
Oats, bus....	3,309,159	4,988,899	4,425,590
Barley, bus..	1,983,290	1,502,447	4,343,886
Rye, bus....	221,581	135,376	1,397,067
Flax Seed, bus.	268,650	545,461	591,276

**INDIANAPOLIS**—Reported by secretary of the Board of Trade:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	1,407,000	1,392,000	588,000
Corn, bus....	1,133,000	1,100,000	962,000
Oats, bus....	564,000	862,000	520,000
Flour, bbls..	35,757	30,575	.....

**KANSAS CITY**—Reported by W. R. Scott, secretary of the Board of Trade:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	31,949,400	10,744,650	7,245,450
Corn, bus....	1,003,500	890,000	1,055,000
Oats, bus....	192,000	887,400	220,500
Barley, bus..	6,400	73,500	2,600
Rye, bus....	34,500	3,300	63,800
Bran, tons...	7,040	4,520	16,000
Kaffir Corn, bus.	161,700	221,100	252,000
Hay, tons....	20,760	30,864	4,812
Flour, bbls..	88,075	67,925	566,475

**LOS ANGELES**—Reported by M. D. Thiebaud, secretary of the Grain Exchange:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, carloads	314	274	.....
Corn carloads	299	140	.....
Oats, carloads	66	60	.....
Barley, carloads	315	185	.....
Rye, carloads	0	1	.....
Bran, carloads	191	123	.....
Cereals, carloads	81	58	.....
Kaffir Corn, carloads	5	8	.....
Flour, carloads	154	153	.....

**MILWAUKEE**—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	1,904,030	747,600	1,294,092
Corn, bus....	260,080	250,120	191,879
Oats, bus....	1,205,100	1,168,000	756,729
Barley, bus..	388,440	554,040	88,865
Rye, bus....	49,620	21,995	33,654
Timothy Seed, lbs.	104,000	30,000	.....
Clover Seed, lbs.	.....	60,000	.....
Malt, bus....	144,905	60,844	433,590
Flax Seed, bus.	28,600	24,310	.....
Feed, tons...	11,527	4,327	12,076
Hay, tons....	588	936	120
Flour, bbls..	165,760	256,360	37,670

**MINNEAPOLIS**—Reported by G. W. Maschke, statistician of the Chamber of Commerce:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	8,610,280	5,522,350	2,418,350
Corn, bus....	626,450	706,950	447,940
Oats, bus....	638,800	1,908,570	2,229,920
Barley, bus..	407,350	774,640	295,770
Rye, bus....	237,430	114,770	159,340
Flax Seed, bus.	293,820	286,110	49,870
Hay, tons....	1,816	2,077	262
Flour, bbls..	21,772	48,328	984,077

**MONTREAL**—Reported by J. Stanley Cook, secretary of the Board of Trade:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	8,988,990	9,696,329	9,503,042
Corn, bus....	31,046	32,606	.....
Oats, bus....	4,796,749	5,978,733	4,151,064
Barley, bus..	1,968,940	928,120	3,160,768
Rye, bus....	1,861,233	4,464,679	1,203,134
Flax Seed, bus.	69,661	96,076	.....
Hay, bales...	64,760	81,642	41,948
Flour, bbls..	267,916	373,625	391,843

**NEW ORLEANS**—Reported by S. P. Fears, Chf. Gr. Insptr. & Weighmaster of the Board of Trade, Ltd.:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	495 (Cars)	26,415	521,348
Corn, bus....	419,520	118,666	623,796
Oats, bus....	10,017	19,944	96,861
Barley, cars.	3	4	.....
Rye, bus....	7	2	.....
Kaffir Corn, cars	3	.....	.....

**NEW YORK CITY**—Reported by H. Heinzer, statistician of the Produce Exchange:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	4,427,000	5,010,700	4,232,000
Corn, bus....	225,659	53,500	.....
Oats, bus....	1,152,000	1,201,000	523,000
Barley, bus..	1,357,000	1,822,700	1,591,000
Rye, bus....	96,170	701,000	448,000
Clover Seed, bags	328	.....	265
Flax Seed, bus.	292,000	15,500	.....
Hay, tons....	7,613	9,042	.....
Flour, bbls..	924,104	937,977	294,000

**OMAHA**—Reported by F. P. Manchester, secretary of the Omaha Grain Exchange:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	5,373,200	2,865,000	1,702,400
Corn, bus....	1,323,000	513,200	865,200
Oats, bus....	766,000	1,638,000	768,000
Barley, bus..	28,800	54,400	19,200
Rye, bus....	88,200	18,200	81,200

**PEORIA**—Reported by John R. Lofgren, secretary of the Board of Trade:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	197,600	85,400	106,800
Corn, bus....	1,627,350	1,774,500	765,500
Oats, bus....	679,600	692,000	354,800
Barley, bus..	83,400	117,400	16,800
Rye, bus....	.....	3,600	.....
Mill Feed, tons	20,222	22,200	28,529
Hay, tons...	1,580	960	210
Flour, bbls..	173,500	156,500	154,000

**PHILADELPHIA**—Reported by A. B. Clemmer, secretary of the Commercial Exchange:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	618,316	1,211,933	570,601
Corn, bus....	19,160	10,402	34,669
Oats, bus....	80,801	292,343	55,637
Barley, bus..	2,786	52,042	.....
Rye, bus....	.....	25,644	.....
Flour, bbls..	130,220	182,906	5,774

**ST. LOUIS**—Reported by Charles Rippin, secretary of the Merchants Exchange:

Receipts		Shipments	
1926	1925	1926	1925
Wheat, bus..	7,606,200	6,960,200	2,434,800
Corn, bus....	2,147,600	1,009,400	1,532,330
Oats, bus....	1,426,000	2,664,000	1,348,000
Barley, bus..	32,000	65,600	14,400
Rye, bus....	9,100	15,600	6,085
Kaffir Corn, bus.	34,800	82,800	22,800
Hay, tons....	7,500	7,440	1,968
Flour, bbls..	424,970	452,640	376,740

**SAN FRANCISCO**—Reported by J. J. Sullivan, chief inspector of the Chamber of Commerce:

	Receipts		Shipments	
	1926	1925	1926	1925
Wheat, tons..	6,718	2,440	.....	.....
Corn, tons...	1,040	1,160	.....	.....
Oats, tons...	1,431	1,691	.....	.....
Barley, tons.	45,041	65,388	.....	.....
Bran, tons...	314	540	.....	.....
Beans, sacks.	29,748	18,097	.....	.....
Foreign Beans,				
sacks .....	5,812	8,533	.....	.....
Hay, tons.....	6,081	8,985	.....	.....



THE GRAIN MARKET SITUATION

By G. A. COLLIER  
Bureau of Agricultural Economics, U. S. Department of Agriculture

Uncertainty as to the outturn of the principal grain crops was a disturbing factor which kept the grain markets in a very unsettled condition during the latter part of July and the first half of August. Wheat prices fluctuated over a rather wide range with the trend of prices slightly downward. Corn and oats prices held firm as unfavorable weather continued to decrease the prospective yields.

The highest yield of Winter wheat since 1914 has caused a larger outturn than was earlier expected and at the first of August the crop was estimated by the Department of Agriculture at 626,482,000 bushels. This is about 77,500,000 bushels larger than the five-year average and about 230,000,000 bushels larger than last year's small crop of Winter wheat. The quality is higher than for many years and it is reported that 94.5 per cent is of a high medium grade compared with a 10-year average of about 90 per cent.

The condition of all Spring wheat August 1 was 60.2 per cent, which showed some improvement since the first of July and indicated a production of 212,719,000 bushels. The Durum wheat crop, however, is much below that of last year and in the four Spring wheat states of Minnesota, North Dakota, South Dakota and Montana it is estimated that the Durum crop will total only 48,459,000 bushels. This compares with nearly 68,000,000 bushels in these states last year.

Winter and Spring wheat combined make a total wheat crop in the United States of 839,201,000 bushels, or about 173,000,000 bushels more than was harvested last year.

Wheat production in other countries of the Northern Hemisphere promises to be below that of last year. Forecasts reported to date from 15 of the Northern Hemisphere countries, including the United States, show a production of about 2,258,000,000 bushels compared with 2,190,000,000 bushels in 1925. Last year production in these countries accounted for 74 per cent of the total Northern Hemisphere, excluding Russia and China. Condition reports in European countries which have not yet made forecasts indicate a production below last year probably sufficient to offset the increase in the United States.

Dry and hot weather in July also caused some deterioration in the Canadian crop and a reduction of nearly 50,000,000 bushels was shown by the August 1 official estimate, which placed the crop at 300,838,000 bushels, or about 112,000,000 bushels less than was produced last year. The fall wheat crop in Canada was estimated August 1 at 16,122,000 bushels, making the total Canadian crop approximately 317,000,000 bushels.

The heavy movement of new Winter wheat has been an important feature in the cash grain markets recently and has tended to lower prices. Total receipts at the principal markets to August 7 have been nearly twice as large as for the same period last year. Receipts at Kansas City during July were the largest on record, totaling 22,821 cars. Notwithstanding the heavy movement there has been very little congestion at any of the markets and a large percentage of the grain has moved into consuming channels. Mills have been active buyers and have taken a large percentage of the offerings. Northwestern mills bid actively for wheat in Kansas and other central western states and receipts at Minneapolis during the past few weeks have been largely Winter wheat. Interior mills also took large amounts of the new wheat which has been generally of excellent quality.

Considerable Hard Winter wheat has also gone for export, exports during July totaling over 20,000,000 bushels. Recently, however, export bids have been somewhat out of line and sales have been reported of smaller volume. Milling demand has also become slightly less active, resulting in a sharp increase in commercial stocks. Stocks of wheat as reported to the United States Department of Agriculture by the principal markets totaled

THE AMERICAN ELEVATOR AND GRAIN TRADE

45,935,000 bushels August 7. These stocks do not include mill stocks or stocks in transit on the lakes.

The movement of Soft Red Winter wheat is also getting well under way at this writing (August 11) and receipts have been increasing rapidly at St. Louis, Cincinnati and Toledo.

RYE MARKET FOLLOWS WHEAT

The rye market has followed the fluctuations in the wheat market and prices have declined. While the August 1 estimate shows some increase over the July 1 estimate and indicates a crop of 41,870,000 bushels, the average yield reported is only 11.6 bushels per acre and is the lowest recorded in the last 22 years. Drought in the important rye producing areas of the Dakotas is principally responsible for the low yield. The quality as reported is one point higher than last year but three points lower than the 10-year average.

There have been no new developments in the foreign situation and there has been practically no export demand. Local mills have been the principal buyers of the light receipts but elevators also have taken some of the offerings.

DRY WEATHER DAMAGES CORN CROP

Early corn has been damaged by heat and drought in Iowa, Kansas and south central Nebraska. Rains late in July were very helpful to the late crop in the Ohio Valley and in some sections of Iowa but at the first of August conditions indicated a reduction of about 48,000,000 bushels, which was 72.5 per cent of normal and indicated a crop of 2,576,936,000 bushels, which would be 328,000,000 bushels, or about 12 per cent, below last year's crop. The uncertainty as to the final outturn of the crop has held the market firm and corn prices have tended upward since the middle of July. Receipts at the markets have not been large and have not been equal to the current demand, with the result that commercial stocks have been reduced around 7,000,000 bushels since the first of July.

Stocks of old oats in the markets at the first of August were fairly large but these are reported as being held for use in mixing with the light weight new crop oats. Stocks of old oats on farms August 1 were unusually large and were estimated at nearly 110,000,000 bushels. The new crop, however, showed some deterioration during July and at the first of August the indicated yield was 28.5 bushels per acre and was expected to produce a crop of about 1,311,159,000 bushels, which is about 200,000,000 bushels smaller than last year's large production.

The demand for oats has been fairly active in the markets and little more than sufficient to absorb the current receipts. Market stocks were reduced about 3,000,000 bushels during July, but at the first of August were still about 6,500,000 bushels larger than at the corresponding time last year.

The barley market did not share in the strength of the corn and oats markets although the condition of the crop, 69.8, is the lowest August condition since 1911. The indicated production is 191,088,000 bushels, or about 26,000,000 bushels less than last year. The stocks of barley on farms August 1 were estimated at 9,873,000 bushels, which is nearly twice as much barley as was reported held on farms August 1, 1925.

The flax crop deteriorated further during July and on August 1 the condition of 65.2 per cent indicated a crop of about 19,000,000 bushels, or about 3,000,000 bushels less than was produced last year.

The flax market has held generally firm as a result of the prospective small production and a fairly active demand for the current offerings of old seed.

LADING FORM SHORTENED

Printed matter has been reduced by more than one-half in the revised form of bulk grain liner bill of lading adopted by Furness, Withy & Co., of New York City. It is effective September 1 on consignments from United States and Canadian ports to the United Kingdom. The new form, though condensed, is designed to safeguard the right of both shipper and carrier. It also defines more

clearly the responsibilities of the insurers. One clause, headed "Grain Apportionment", reads as follows:

Where grain is stowed without separation with other grain either from the same or other shippers, each bill of lading shall bear its proportion of loss or damage, if any. If the grain is weighed on discharge by approved hopper or other automatic scale in units of 1,000 pounds or over, an allowance for draftage shall be made of one pound per 1,000 for the purpose of ascertaining the delivered weight upon which freight is to be paid under the bill of lading.

All of the text contained in the new bill is printed in type large enough to be easily read. This is a new departure, it is pointed out, in bill of lading composition.

CRESCENT CITY APPEALS

A petition for rehearing on rates has been filed by a New Orleans agency, acting in behalf of the grain trade in that city. The Crescent City's Joint Traffic Bureau, intervener in the case of Galveston Commercial Association vs. the Galveston, Harrisburg & San Antonio Railroad, et al, has asked the Interstate Commerce Commission for indefinite postponement of its much discussed order of June 24, 1925, in so far as the order applies to rates on grain.

PARIS GUARDS WHEAT

To stop all speculative activity which might lead to an increase in the price of wheat, strict Government control of domestic wheat production is being undertaken by the authorities in Paris. A press campaign is being waged by the Poincaré Government against the buying of standing wheat in the eastern section of France, particularly in the Somme region. As the first step in controlling the traffic in bread grain, the Minister of Agriculture has canceled all purchases made by English buyers in the Somme region.

WHEAT TRAIN FOR NEBRASKA

Arrangements have been made between the Nebraska College of Agriculture, The Nebraska Wheat Improvement Association and the Union Pacific Railroad for running a Better Crops Special over this road's lines in Nebraska during the two weeks beginning August 9. Considerable attention will be given at each stop to the problem of smut treatment. Over 40 stops have been scheduled.

A ready-to-print newspaper plate, containing an illustrated story on "Handling Wheat From Field to Market" has been sent out to a list of approximately 400 papers in Nebraska. This publicity represents a second field of activity which the Nebraska Wheat Improvement Association has entered, with H. M. Bainer as director.

URGES CORN ADVERTISING

There are probably 10,000,000 corn raisers in the United States who are interested in getting a good price for their product. If they would put up \$5 each in an advertising fund, that would amount to \$50,000,000. This amount invested at 5 per cent would give an income annually of \$2,500,000. This interest money spent in Europe and Asia in practical demonstrations as to the manifold use of corn products, would undoubtedly create a great new market for corn. One hundred thousand dollars spent in 25 different foreign countries each year would create a demand heretofore unknown.

This is the suggestion of a citizen in Kankakee, Ill., who reminds the farmers through the *Chicago Tribune* that:

The fruit growers of California spend millions of dollars in advertising annually. Oranges are retailing at from 50 cents to \$1 per dozen everywhere. There is more brawn and muscle in a bushel of corn than in 10,000 oranges.

A judicious, co-operative advertising campaign, both at home and abroad, he concludes, would astonish "this bunch of disgruntled corn raisers, and put untold wealth in their pockets."



# HAY, STRAW AND FEED

## HAY SCHOOL CLOSING

The United States Department of Agriculture has made arrangements with the Wisconsin Department of Markets to hold a school at Green Bay, Wis., August 2 to the 21, to train Federal State hay inspectors. County agents, hay shippers and others will also attend. The three-week session, now about closed, has been a profitable experience for all those in attendance.

## U. S. AS FEED EXPORTER

Prepared feeds, not medicinal, led in the June 1926 feedingstuffs exports of this country, with 1,783,804 pounds. Hay came next with 995 tons. Other feedingstuffs exports were: 211 tons bran and middlings, 70,080 pounds of screenings, and 495 tons of other mill feeds.

Cuba was the heaviest importer of the prepared feeds taking 686,111 pounds of the total amount. She was also the strongest importer of mill feeds and bran and middlings. Only two countries, Germany and Canada, imported screenings and of the 70,080 pounds, Canada took 60,000. Canada also led in hay, taking a total of 546 tons.

## TO STUDY HAY FOR HORSEPOWER DATA

The United States Department of Agriculture is undertaking an extensive investigation as to the economy of horse delivery systems in metropolitan areas. Investigations into the feeding and using of city work horses are to be made by the Department (through its bureaus of Agricultural Economics, Animal Industry, and Public Roads) in co-operation with the Connecticut Agricultural Experiment Station. One of the objects of the survey will be the determination of the amounts of legume and grass hays which may best be used with corn, oats and mixed feed for both work and idle horses. Interesting horse delivery cost data is to be gathered, and announced in bulletin form.

## CHEVALIER HAY

As a hay crop, Chevalier barley has not received the attention from Californians that it deserves. In the hay markets of the state it is almost unknown, and only a few discriminating feeders cling to it, and continue to produce in home-use quantities. In quality, Chevalier barley hay more nearly resembles wheat or oat hay than it does that of other types of barley. The stalks are softer, finer, and leafier, the beards are finer, and it is fed with less waste—in fact, it compares very favorably with the best wheat hay in all of its feeding properties. In addition to this it possesses greater drought resistance than wheat or oats, and is commended to the attention of feeders in dry, hot districts where wheat and oats do not thrive, and where Coast barley is now planted exclusively for hay production.

## NEW HAY AND OLD

When new Timothy hay began to predominate over old in terminal receipts, there was at Chicago a spread of about \$5 a ton in favor of the old crop of the same grade as the new. This amounted to between 20 and 25 per cent of the total cost. Experiments in the loss of weight in hay by various state experiment stations have shown that loss by evaporation in Timothy may be as great as 25 per cent, but that the average shrinkage for well cured hay runs from 10 to 15 per cent. This does not explain all the discount, especially as baled hay, from well cured stock rarely shrinks more than 5 per cent.

When Timothy is cut it contains from 47 to 78.7 per cent of water, depending on the stage of cut-

ting. In field-cured hay the moisture has been found as high as 28.9 per cent and in barn or stack hay as low as 6.1 per cent, a variation of 22.8 per cent, but shortly after the curing and sweating process these inequalities largely disappear and well cured hay is fairly constant in its moisture content.

Why then, is there a 25 per cent difference in the value of old and new hay? Before the Federal grades for grain were established, dealers had several ideas in regard to certain classifications which, upon investigation and scientific experiment were thoroughly exploded. Perhaps a similar superstition has grown up around the comparative feeding value of old and new hay.

## WHEN TO CUT SWEET CLOVER

Sweet Clover hay cut at the proper stage of growth and properly cured is of excellent quality, of high feed value, and very palatable. When properly handled two cuttings of Sweet Clover hay can be secured from the second year's growth of



NEW GROWTH OF SWEET CLOVER  
AFTER CUTTING.

the crop. The first cutting of hay on this growth should be made just before the crop comes into bloom. At that stage one secures the greatest production of the best quality feed.

As the second growth of Sweet Clover comes from buds on the stem, instead of from the crown as in Alfalfa, the crop should be cut high, leaving a stubble of four or five inches. When cut before bloom and high, the crop will in practically every case send out a good second growth which may be used for hay or seed production. Should it be cut low or too late, it will often be killed.

Care should be taken in curing Sweet Clover hay not to let it dry too much in the swath. The hay should wilt in the swath and cure in the shock. Sweet Clover takes longer to cure before stacking than Alfalfa so care must be taken not to stack it too wet.—Waldo Kidder, *Extension Agronomist, Colorado Agricultural College.*

## ORANGE AND RAISIN PULP USED AS INGREDIENT IN ALFALFA FEED

During the past year, extensive trials have been conducted on the Pacific Coast to determine the feeding value of dried orange pulp and raisin pulp. Feed used to mean grain and hay. That was all there was to it. Now the ever growing tendency to make economical use of by-products, has led to the origin of many competitors of grain as a feed.

To analyze properly the data as assembled in

these experiments, it became necessary to determine the actual digestibility of the products used. Five yearling wethers were utilized in one trial. Since the fruit by-products were fed with Alfalfa hay and the digestibility of this was unknown, digestion trials were conducted for the hay as well as the pulp.

In utilizing dried orange pulp as a feed for dairy cows it was found from a preliminary study of the data assembled that this product has a feeding value equal to or better than dried beet pulp. The dried orange pulp was not palatable, but when mixed with bran it was readily eaten by the cows. The body weights of the 10 cows utilized in the actual feeding tests remained very nearly constant throughout the experiment. No increase in percentage of butter fat was observed. The second part of this project involves the use of wet orange pulp fresh from the factory and data are now being assembled on this phase of the work.

In order that the practicability of the utilization of raisin pulp for fattening beef cattle might be determined, eight yearling cattle were fed for a period of 66 days. During the first 30 days Alfalfa hay, barley and cottonseed meal were used as feed, with raisin pulp substituted for one-half of the barley for the last 36 days. Raisin pulp was palatable, the cattle maintaining a normal, healthy condition throughout the experiment. The raisin pulp did not have the laxative effect that might be expected from the nature of the feed. The daily gain with the feed per 100 pounds indicated that raisin pulp is probably inferior to barley for actual feeding work.

Three trials with swine were prosecuted to determine the utility of raisin pulp and cull raisins in feeding hogs. In one of the tests 60 animals divided into five lots were used, observations being carried over a basic period of 70 days. In another trial 84 animals were used, divided into two groups of 42 each, over a period of 91 days. In the third trial, 36 animals in three lots were used and fed over a period of 49 days. Raisins, raisin pulp, rice bran, tankage, and rolled barley were used as concentrates, and in addition some lots were fed with a forage of Alfalfa and Sweet Clover. In proper combination the cull raisins and raisin pulp are apparently of value for feeding swine. The University of California reported these trials as the result of work done by G. W. Hendry and F. W. Stoll.

## SOY BEANS VS. OATS

By W. G. A.

Farmers are urged by soy bean enthusiasts to cut down their oats acreage and put some of it into soy beans. The Staley Manufacturing Company of Decatur, Ill., is urging this course upon Illinois farmers. "Too many oats, not enough soy beans," says this firm.

The argument is receiving considerable attention owing to the fact that oats have brought small returns and the demand is decreasing. Soy beans are now grown in a wide variety and a seed house of recognized standing should be consulted as to the adaptability of any variety for the section where it is desired to grow this legume.

Some varieties are not well adapted for the Northern States and the seed houses will tell inquirers the proper brand of seeds to plant to succeed. Northern-grown seed for the Northern States is the safest procedure.

The soy bean is now in demand for a great variety of uses aside from its value as hay and a green manure to turn under for soil improvement. Several oils are made from soy beans for cooking and salads; soy bean meal is an excellent stock feed; a health flour is made from the bean; it is



used to manufacture a rubber substitute; the sprouts are used as green salads, and there are a variety of other uses to which this oriental visitor may be put. The demand for it is growing as manufacturers expand their fields.

It is a crop for late planting in the Northern States, not to be put in until after the middle of May as the seed rots in cold, damp soil. It is a warm weather grower. It may be planted as late as June 15 and still give a good harvest.

## NEW HAY IN NEW YORK

By C. K. TRAFTON

Larger arrivals have resulted in more active dealings in the New York hay market during the past month, but have caused changes in the prices of the poorer grades only. The more active dealing were confined almost wholly to the better grades. A ready sale was found for the free arrivals of new hay, chiefly from the Central West, and notably Ohio. This movement is earlier and heavier than usual, which is explained by the fact that the hay was secured at an early date and generally in good condition owing to favorable cutting conditions. Moreover, as practically all of the good old hay in the mid-west had been cleaned up, growers and shippers were eager to sell their goods more promptly than usual in order to take advantage of the premiums prevailing for good hay in this market. The market has also been firm for good old hay, ready buyers being found for large bales of really sound and sweet hay. As these made up only a small percentage of the daily arrivals, old No. 1 hay in large bales steadily commanded \$29. Bluntly, the larger arrivals of old hay consisted almost wholly of poor stuff in medium bales, principally from Canada, some of which have been damaged by long storage. These have accumulated at both Manhattan and Brooklyn terminals and the market is said to be "filled up." Within the next few weeks traders expect that large shipments of New York state hay will be added to those from the Middle West and with so much of the crop evidently of good quality the premiums on top grades will be reduced as it seems logical to expect a corresponding decrease in supplies of poor grades.

## LESPEDeza WINS APPROVAL

Lespedeza, or Japan Clover, until recently regarded as a weed to be avoided because of the general belief that it caused slobbers in horses, is now becoming popular and welcome in the Southern States, particularly in Kentucky, traditional home of fine horses. Experiments and tests there have shown it to be a good fodder crop.

It is a native of Asia and not a true Clover, as the common name indicates, although it is a legume and a member of the same family of plants. It is now listed by reliable seedsmen. How it came to this country and naturalized itself over the southern part of it and moved into some of the northern tiers of states is not known but the first record of its appearance dates back to 1846 in Monticello, Ga. It was spread all over the South during the Civil war. It germinates at as low temperature as Red Clover and this is probably the reason that, although tender, the young plants usually escape damage from frost.

## LICENSE OF BIRMINGHAM FEDERAL HAY INSPECTOR WITHDRAWN

The United States Department of Agriculture recently advised the Birmingham Grain Exchange that it could not reissue a license to the present Federal hay inspector of the Exchange for the new year beginning July 1, 1926. This was done because the present inspector was not applying the United States Standards properly and it did not appear that he would learn to do so within a reasonable time. The Department informed the Birmingham Exchange that it would be glad, however, to license any competent inspector whom the Exchange could obtain or to assist the Exchange in obtaining one. The withdrawal of this license leaves Birmingham without Federal hay inspection for the present. Negotiations are now under way

between the United States Department of Agriculture and the Alabama Department of Agriculture and Industries which may result in some arrangement for Federal-state hay inspection at Birmingham in the near future.

## NEW FEED BRANDS

"OAK LEAF" wheat flour and mixed stock feeds. Winter Loeb Grocery Company, Montgomery, Ala. Filed April 13, 1926. Serial No. 230,148. Published July 13, 1926.

"BOB WHITE" feeds, scratch feed, egg mash, corn and oat feed, barley and oat feed, dairy feed, pig feed, Alfalfa meal, ground grain screenings, corn and cob meal and ground mill oats. White Grain Company, Duluth, Minn. Filed January 15, 1926. Serial No. 225,988. Published July 13, 1926.

"SUPER-FAT" poultry feed. Universal Mills, Fort Worth, Texas. Filed May 17, 1926. Serial No. 231,771. Published August 3, 1926.

"SPARK PLUG" sweet feed for livestock. Universal Mills, Fort Worth, Texas. Filed May 17, 1926. Serial No. 231,773. Published August 3, 1926.



CONCENTEIN



OAK LEAF  
SPARK PLUG

DOUBLE  
CHECK

Super-Fat

"DOUBLE CHECK" poultry and stock feeds. Andersen-Smith & Hamilton, Inc., San Francisco, Calif. Filed August 15, 1925. Serial No. 218,891. Published August 3, 1926.

"CONCENTEIN" poultry and stock feeds. Andersen-Smith & Hamilton, Inc., San Francisco, Calif. Filed August 15, 1925. Serial No. 218,890. Published August 3, 1926.

"CLOVER" cornmeal, corn chops, shelled corn, wheat flour, oats, Alfalfa molasses, horse feed, mule feed, hen feed, baby chick feed and dairy feed. Hardeman-King Company, Oklahoma City, Okla. Filed May 21, 1925. Serial No. 180,931. Published August 3, 1926.

## Trademarks Registered

215,444. Poultry food. International Agricultural Corporation, New York. Filed January 14, 1926. Serial No. 225,925. Published April 27, 1926. Registered July 20, 1926.

215,554. Durum feed and durum flour. Minneapolis Milling Company, Minneapolis, Minn. Filed March 1, 1926. Serial No. 227,959. Published May 4, 1926. Registered July 20, 1926.

215,627. Cornmeal, rye flour, pancake flour, breakfast foods of wheat and corn, poultry mash, poultry scratch feeds, dairy feeds, calf feeds, horse and mule feeds and hog fattener. George P. Plant Milling Company, St. Louis, Mo. Filed May 12, 1925. Serial No. 214,216. Published May 4, 1926. Registered July 20, 1926.

215,716. Prepared dairy and poultry foods. Golden Eagle Milling Company, Petaluma, Calif. Filed February 12, 1926. Serial No. 225,231. Published May 4, 1926. Registered July 27, 1926.

216,036. Chick starter mash, egg mash with buttermilk, growing mash with buttermilk, developer feed, pigeon feed, scratch feed, dairy feed and baby chick feed. The Ladish-Stoppenbach Company, doing business as The Ladish Company, Milwaukee,

Wis. Filed October 20, 1924. Serial No. 204,177. Published May 11, 1926. Registered August 3, 1926.

215,812. Stock feed. Packers Sales Company, Inc., South Omaha and Oxford, Neb. Filed March 1, 1926. Serial No. 227,962. Published May 11, 1926. Registered July 27, 1926.

## Trademark Registrations Renewed

53,011. Stock food. Registered May 22, 1906. Marion W. Savage. Renewed May 22, 1926, to International Stock Food Company, Minneapolis, Minn., a corporation of Maine, successor. Registered August 3, 1926.

52,012. Poultry food. Registered May 22, 1906. Marion W. Savage. Renewed May 22, 1926, to International Stock Food Company, Minneapolis, Minn., a corporation of Maine, successor. Registered August 3, 1926.

## CORN COB VALUES

Corn cobs, when ground in the elevator's feed grinding department, do not contain any digestible protein, but the digestibility of the crude fibre and of the "nitrogen free extract" compares favorably with the digestibility of hays and some other roughages. The feeding value of corn cobs is apparently high as it has been found to approach the efficiency of prairie hay as a roughage ration. In fact, the productive value of ground corn cobs seems to be higher than that of some prairie hay varieties. It is reliably reported to have a value 83 per cent as great as that of Alfalfa hay and 180 per cent as great as the value of cottonseed hulls. It seems to be a better feed than has been supposed.

## HAY DEMAND ON INCREASE

There is a marked improvement in the demand for the better grades of Timothy which are in good local request. The medium and lower grades still continue dull and slow due to lack of outside demand. We look forward to a better market on the better grades of hay and feel confident that shipments made now will strike a steady if not an advancing market.

Light Clover Mixed hay firm, offerings of Clover Mixed are very light and demand excellent.

Heavy Clover Mixed hay stronger, receipts are light and demand good.

Pure Clover hay scarce and wanted.

Alfalfa situation unchanged. There continues an excellent demand for high grade Alfalfa suitable for dairy trade but the lower grades are still dull and depressed.

Prairie hay market quiet but steady, offerings moderate and demand fair.—*Martin Grain Company, St. Louis. In letter of August 10.*

## NEW YORK FEED TRADE NORMAL

By C. K. TRAFTON

In spite of a general upward revision of prices, distributors of feeds reported a normal volume of business for the season during the past month. The best buying was done early in the period when demand was stimulated by the continued poor condition of pastures on account of prolonged hot and dry weather over wide areas, although rather more satisfactory reports were received from some sections. Latterly the demand has been less active, partly because of a more general improvement in the weather, and partly because many buyers were receiving deliveries on previous purchases. For one thing, the good early business noted above also served to strengthen the ideas of millers, many of whom had sold a large proportion of their August output. In addition, there was no important competition from the West where demand was generally reported as good owing to the continued poor condition of pastures as a result of high temperatures and lack of general heavy precipitation. This was especially effective in the instance of corn goods, cash markets holding firm as a rule as farmers were selling less freely because of the uncertain outlook for the crop because of its lateness over a wide area and the unsatisfactory climatic conditions west of the Mississippi River. Hence white hominy feed is about \$5.50 higher than it was a month ago.



## FIELD SEEDS

TO THE FOUR CORNERS OF THE  
GLOBE

"Our business is international"—the stamp of integrity, the reward of keen business insight. It is the real, though unspoken, motto of the Purcell Seed Company of Evansville, Ind. In all its transactions, this thought unconsciously predominates. It handles nothing but the very best in field seeds, and in addition does a not insignificant business in grain, flour and feeds. The Purcell company does no retail business, selling its seeds and grain in



GUY M. PURCELL AT HIS DESK

wholesale only to the four corners of the globe.

The company makes a specialty of its "1-Bushel Bag," which is of great convenience to many local farmers and dealers, and is one of the many features of the Purcell business which makes it distinctive.

The Purcell Seed Company on August 10 celebrated the opening of its new seed warehouse at Evansville. This modern seed-handling establishment is located on the Southern and C. & E. I. Railroad, with trackage of 165 feet. It is equipped with the very latest cleaning devices for handling seeds efficiently. The floor space for storage comprises 45,000 square feet. The seed-cleaning plant is the three-story part shown in the background of the accompanying reproduction. Every department



PURCELL SEED COMPANY'S WAREHOUSE AT EVANSVILLE, IND.

is fully equipped to handle the work placed upon it, and the two interiors shown indicate in some measure the success which has been attained in making each so.

In extending his invitation to the trade to visit the seed warehouse on its opening day, Mr. Purcell said, "For 24 hours, August 10, it will be yours. The doors will be open at 6 a. m. and will not close until the same time next morning. The building will be yours for 24 hours."

The company has been in business in Evansville for a number of years, and has, under the management of President Guy M. Purcell, met with unusual success. The air of friendliness shown in their invitation is responsible, no doubt, to a great degree. With the new establishment at its disposal, the company is better able than ever to handle the business which comes to its office.

Increasing care is being taken every year, due to the educational work of the agricultural experiment stations and progressive seed merchants, by farmers to plant seed of reliability and of guaranteed germinating qualities. The Purcell Seed Company long

ago recognized the need of the farmer for trustworthy seeds, if he would be prosperous, and so today its business is international.

THE ADJUSTMENT OF THE SEED  
TRADE TO MODERN SEED  
REQUIREMENTS

By FRED W. KELLOGG\*

In discussing proposals to regulate dealing in seeds, there are facts concerning the nature of this merchandise which must be taken into consideration, if the regulation is to be beneficial. One who has not studied the special problems of the seed industry would naturally think of it as like other industries; and fairly subject to regulations such as are applied elsewhere. But there are differences which are fundamental, and which profoundly affect business methods as well as making it impossible to apply here legal requirements which are reasonable and practical in manufacturing lines.

A suggestion concerning these differences will be sufficient in this gathering, which I assume to be familiar with the subject. First, there is the question of control of production. The production of seeds is always uncertain, being subject to many conditions outside the control of man. It is in exactly the same category as the production of farm crops; and thus we may have in one season a surplus and in another, a shortage of the seed needed. Equally beyond certain control is the quality of seeds; both as to germination, which in one season may be high and in another low, as a result of weather conditions; and as to purity, which is also subject to acts of nature.

Pure seed is often compared to pure food, as though a law could insure the one as easily as the other. But food impurities are usually injected in the process of manufacturing, while seed impurities are present when the seedsmen receive their raw material; and in modern seed warehouses, huge capital investments are required to provide ingenious machinery for the sole purpose of taking out of seed the impurities which nature has put in. Let us think then of the seedsmen as one who engages in a struggle with nature in the interest of agriculture; seeking to obtain against numerous obstacles, a pure, vital and vigorous strain of life germs for the coming crops, so that the effort to which the farmer devotes his hand, and his labor, may have the best possible chance of success.

Because of the nature of the business, laws regu-

merchants, and to scientific workers of our country who have co-operated in research, and in supporting the enactment of laws intended to assure to every seed buyer the protection which the most advanced methods make possible.

All this improvement has brought to the seed trade a problem which is now most serious. It has called for large investments in machinery and equipment to perform new services, for which additional compensation has not been forthcoming. The needed investment with its accompaniment of fixed charges, is not all; because there has been also



THE PURCELL SAMPLING ROOM

heavy operating expense, and selling expense far beyond the previous experience of this industry, which had always operated on very low margins, and formerly was able to keep handling expenses to a minimum. I shall not attempt a discussion of the reasons why these costs have not been transferred to the consumers; reasons, which I need not say, have been beyond the control of individuals of our trade. But I wish to state it is my opinion that we have reached a point in the field seed trade, where either the services performed by us must be simplified, and our expenses lessened, or some method found by which the cost of these services, and of any additional expenses which new laws, or added requirements may put upon us, may be transferred to the consumer, who benefits.

I say this, because we are here to consider a new regulation, and the requirement of additional services from seedsmen. You are planning to put new burdens upon an industry which has already been heavily laden. It is important that you consider most carefully, whether these burdens will be justified by compensating benefit to the user of seeds; by benefit sufficient to warrant him in paying the cost of the additional service. The seed trade, as I have said, has reached the limit of its ability to render additional service without additional compensation. For many years it has been paying the cost of higher seed values, out of its net profits. These profits have now shrunk to a point where further absorption of handling expense is impossible.

Knowing this so well, it is impossible for seedsmen to accept without question all proposals for changes in the established methods of handling seeds, as enthusiasts less well informed so often do. Such proposals may be good, and they may result in benefit for seed users; but it is not sufficient that there be a chance of this benefit. There ought to be a measure of certainty. This industry is too large, the function it performs in agriculture is too important for costly changes to be undertaken without assurance of benefit, and benefit of such extent as to warrant the increased expense. But once such benefit is assured, and the method found by which its cost can be paid by those who obtain the benefit, I am sure you will find the seedsmen of this country willing, indeed eager, to render this service and any other necessary to meet the modern seed requirements as they continue to develop.

## 1926 SEED SALES SATISFY

During the spring season, retail sales of Sweet Clover, Alfalfa, millet, sorghos, sudan grass, soybeans, vegetable seeds and seed corn were considerably greater than last year, but sales of Red Clover, Alsike, Timothy and Redtop were less. Sales of Kentucky Bluegrass remained about the same as last year, and sales of orchard grass and cowpeas were but slightly greater. In general, sales in the east fell below those of the middlewest. This information was obtained by the United States

\*Address delivered by Mr. Kellogg before the recent Seed Marketing Conference.



Department of Agriculture from reports of about 2,500 dealers.

Red Clover sales were smaller. Higher prices and limited supplies of domestic seed were among the factors which curtailed sales.

Alsike Clover sales dropped off more than any of the others. Prices were high, but dealers did not enjoy the heavy trade of a year ago.

Sweet Clover again led all seeds in surpassing the preceding year's sales even to a greater extent than last year. The crop was large, prices were lower and gains were registered in every important consuming state. There seems to be no waning in the popularity of this seed.

Alfalfa sales exceeded those of last year, but were disappointing in what had been hoped in some sections.

Timothy sales failed to equal those of a year ago which were much greater than the preceding year.

Redtop sales fell short of those of last year mainly because of high prices.

Kentucky bluegrass sales were maintained at about the same volume as a year ago despite high prices.

## WILL TEST CORN COMMERCIALLY

A seed testing laboratory, equipped with the very latest apparatus and occupying 6,000 square feet of floor space, has been established at Pontiac, Ill., by G. W. Myers of Heyworth. Mr. Myers has had a broad experience in this line of work and will conduct his new business as the Myers Seed Testing Laboratories. He will engage in the scientific testing of seed corn for farmers of Livingston and adjoining counties, and has already begun to sign contracts for testing corn next fall.

## KENTUCKY BLUEGRASS SEED MOVEMENT VARIABLE

Kentucky Bluegrass seed movement has been faster than usual in the Kentucky district but slower in the Missouri district. The United States Department of Agriculture estimates that 70 per cent of the crop in Kentucky and 45 per cent in Missouri were sold up to July 20. On the same date last year only about 10 per cent had been sold in Kentucky, where the movement last year was unusually backward. The quality of the crop both in Kentucky and Missouri is better than that of last year and than normal. Weather conditions for stripping and curing were in general very favorable.

## CRIMSON CLOVER SEED PRICES ARE HIGHER

The Crimson Clover seed movement was slow during the four weeks ending July 27. In several localities in Tennessee 10 per cent or less of the crop was sold, according to information obtained by the United States Department of Agriculture. Growers have not been free sellers at prevailing prices, which are higher than at a corresponding time last year.

On July 27 growers in Tennessee were offered \$8.50-\$10 per 100 pounds, basis clean seed, or about 75 cents-\$1 higher than a month ago and a year ago.

Eastern seaboard dealers were quoting choice to fancy imported seed of the old crop at \$8.75-\$9.50 and new-crop at \$9.50-\$9.75. These prices represented an advance of about \$1 since June 29.

The quality of the Tennessee seed was reported by practically all correspondents to be better than that of last year.

## CLEAN OATS ADD TO ACREAGE

Cleaned and graded oat seed will add several bushels to the acre, declares a Michigan Agricultural College bulletin. Removal of light oats, pin oats, chaff, weed seeds and dirt by the machinery now installed in big seed houses or even by the fanning mills on the farm, will greatly add to the yield. The experiment station has proved this by field trials.

While the home fanning mill does valuable work in cleaning the seed it is by no means as efficacious nor can it remove the weed seeds with anything like the certainty nor to as high a percentage as the machinery installed in the big seed plants.

The extra price for pure seed which has been carefully machined is more than repaid by the additional yield per acre of this quality of seed. "In the case of oats, more than other grains," says the bulletin, "large plump seeds show an increase in production." This is another grain in which the farmer can trace increased yield directly to the seed-factory work.

A great deal of loss is caused each year by the loose smut of oats. It has been proved that this loss can be controlled successfully by proper disinfecting treatment and by removing the diseased seed from the healthy. Formaldehyde is the chemical used in Michigan to disinfect seed of smuts and the experiment station recommends that all oats planted in Michigan should have formaldehyde treatment before planting. It is estimated that oat smut often causes a loss of 10 bushels per acre where seed is not treated. It is essential that prop-

erly cleaned and tested seed only should be planted in order to secure bumper oat crops.

Seed oats from the big seed houses are carefully cleaned and are of the highest germinating quality and are freed from much of the smut infection that home-grown seed supplies are bound to carry. The use of this quality of seed is not only an economy but an actual matter of direct profit.—W. S. D. A.

## RICE SEED CASE BEFORE SUPREME COURT

Can a buyer recover his loss on the purchase of poor seed, after the seed has been planted and the crop grown? In the case of Henderson vs. the Leona Rice Milling Company, the Louisiana Supreme Court has decided that where seed rice delivered under a contract of sale, was inferior to that specified, and the buyer did not discover the fact until his rice crop was grown, he was entitled to recover damages from the seller. The damages may be measured by determining the price the crop would have brought for milling purposes, had the seed been of contract grade.

## NEW ZEALAND REVISES SEED RULING

In an effort to check the spread of the foot and mouth disease in New Zealand, that government enacted rather stringent regulations in the importation of Clover seeds, vegetables, grasses and trees. These rules, which have worked a hardship on American exporters, have been revised. Now seeds of grasses, vegetables, flowers, Clover and trees grown in states other than Texas and California are allowed entry upon the production of a certificate of the consignor indicating the state in which such seed was grown. Like seeds grown in California and Texas may also be imported into New Zealand upon the production of a consignor's certificate to the effect that the seed was produced in California or Texas but was not harvested prior to April 1, 1926.

## THE NEW FEDERAL SEED ACT

Seed dealers have shown considerable interest in the new Federal seed regulation requiring the staining of imported Red Clover and Alfalfa seed. The revised joint regulations legally required for enforcing the Federal Seed Act (formerly known as the Seed Importation Act) were signed on July 26 by the Secretary of Agriculture and the Secretary of the Treasury.

An amendment to this act, approved April 26, 1926, prohibits the importation of Red Clover and Alfalfa seed unless the seed is colored in conformity with these regulations. The following requirements for coloring Alfalfa and Red Clover seed, which become immediately effective, are quoted from the revised joint regulations:

### Regulation 8.—Kinds and Proportion of Seeds to be Colored

(a) Except as provided in paragraph c or d of this regulation, the importation into the United States of seeds of Alfalfa or Red Clover, or any mixture of seeds containing 10 per cent or more of the seeds of Alfalfa and or Red Clover, is prohibited, unless at least 1 per cent of the seeds in each container is stained with the color required by paragraph b of this regulation.

(b) Except as provided in paragraph c or d of this regulation, the seeds of Alfalfa or Red Clover and any mixture of seeds containing 10 per cent or more of the seeds of Alfalfa and or Red Clover grown in Canada shall be colored iridescent violet, and such seeds grown in any other country or region shall be colored green.

(c) Whenever the Secretary of Agriculture, after a public hearing, determines that seed of Alfalfa or Red Clover from any foreign country or region is not adapted for general agricultural use in the United States, he shall publish such determination, and on and after the expiration of 90 days after the date of such publication and until such determination is revoked the importation into the United States of any such seeds or of any mixture of seeds containing 10 per cent or more of such seeds of Alfalfa and or Red Clover is prohibited, unless at least 10 per cent of the seeds in each container is stained a red color.

(d) The importation into the United States of seeds of Alfalfa or Red Clover or any mixture of seeds containing 10 per cent or more of the seeds of Alfalfa and or Red Clover, which is not accompanied by the evidence specified in Regulation 11, is prohibited, unless at least 10 per cent of the seeds in each container is stained a red color.

### Regulation 9.—Method of Coloring Seeds

(a) Coloring matter used shall be in the form of an alcoholic solution of such strength as to color the seeds distinctly with the colors prescribed in paragraph b, c and of Regulation 8.\*

(b) Coloring matter must be so applied that the colored seed will be distributed throughout the seed in the container.

### Regulation 10.—Coloring Seeds Under Customs Supervision

(a) Seed required to be colored under Regulation 8 may be colored under customs supervision and in the presence and under the direction of a customs representative.

(b) Seed claimed by the importer to have been colored, and upon sampling found not to be colored as required by Regulation 8, at the option of the importer may be colored as provided in paragraph (a)

\*Satisfactory coloring has resulted from the use of solutions made with 95 per cent alcohol of the following dyes in the strengths indicated: Iridescent violet, 1½ per cent Crystal violet base, oleate; red, 1 per cent Rhodamine B base, oleate; green, 1½ per cent Malachite green base, oleate. Other dyes producing the same coloring on the seed may be used.

or the shipment may be bulked and thoroughly mixed by the importer and resampled.

(c) No seed shall be colored under customs supervision until notice of the color to be applied has been received from the Bureau of Plant Industry.

## STAIN IMPORTED SEEDS IN CANADA

Canada has made the regulation that all Alfalfa and Red Clover seed imported into that country must be stained before being released from bond. This followed the United States ruling concerning the staining of imported seed and was necessary, the Canadian Government states, as self-protection.

## SEED MARKETING CHAIRMEN

The following committee chairmen were appointed with their respective committees at the recent Seed Marketing Conference: Certification, H. R. Sumner, Kansas College of Agriculture, Manhattan, Kan.; Marketing, Fred W. Kellogg, Milwaukee; Co-operation, J. C. Hackleman, Urbana, Ill.; Legislation, A. L. Stone, Madison, Wis.; Committee on Information and Extension, H. C. Rather, East Lansing, Mich.

## COMMON ALFALFA AT GRIMM PRICES

Wisconsin is making strenuous efforts to check a practice which has swindled farmers out of thousands of dollars. For some time now, it has been a common occurrence that common Alfalfa, worth 25 cents a pound, has been sold for genuine Grimm Alfalfa seed, for 35 to 50 cents a pound. After October 1 the state intends to prohibit the sale of Grimm Alfalfa unless the seed dealers show a certificate that it is the genuine Grimm Alfalfa, either from the Alfalfa association or the department of agriculture of the state in which it is produced.

## REPARATION ON ALFALFA SEED

A finding of unreasonableness and an award of reparation has been made by the Interstate Commerce Commission in the case of the J. G. Peppard Seed Company vs. the Topeka, Santa Fe, and other lines. The dispute was occasioned by application of a rate on Alfalfa seed in carload lots from Clayton, N. M., to Kansas City, Mo., of \$1,175. The Commission found the rate (charged in November, 1922) unreasonable to the extent that it exceeded 69 cents, and said there "was no necessity apparent for a joint commodity rate over the route of movement. No other movement of Alfalfa seed was shown to have been made over the route of shipment."

## DODDER CONTROL

In an effort to check the spread of field dodder which has made its appearance in central Wisconsin, a group of seedsmen met on May 25 at Green Lake, Wis., and discussed and formulated their plans. James Lacey, county agent, and Henry Lunz of the State Department of Agriculture were responsible for the gathering.

The seedsmen decided to hold another meeting and to visit dodder infested farms after which suggestions for control can more readily be given. The dealers passed a resolution stating that they would not purchase or sell Clover seed in which dodder was known to be present.

## TWO SEED CONFERENCES

The third annual conference of seedsmen and seed dealers was held on July 14 and 15 at Madison, Wis., and its success would seem to assure this annual get-together. The meeting was held under the auspices of the Seed and Weed Control Division of the State Department of Agriculture, and was attended by 60 seedsmen and dealers from Illinois, Indiana, Minnesota and Wisconsin. A. L. Stone, director of the Seed and Weed Control Division, gave an address on the Clover seed situation. In it he asked, for his department, for the co-operation of seedsmen and dealers in an effort to get the troublesome weeds under control, and to preserve as far as possible the reputation of Wisconsin crop seeds.

A similar meeting of northwestern Minnesota seedsmen and growers took place on July 19 at Crookston, Minn. Variety tests of new rust resistant strains of Spring wheat and oats, smooth awred barley, and well-resistant flax were shown. Talks on "New Varieties of Small Grain" and "Soil Problems in Alfalfa Growing" were given by E. R. Clark and R. S. Dunham of Crookston.

## DOMESTIC CLOVER BEST FOR OHIO

Red Clover crops grown from domestic seed are proving far better than those from foreign seed, in tests at the Ohio Experiment Station. These tests include seed from the leading sources as found on the market and are made to determine which are best adapted to Ohio conditions.

The first cutting of hay gave the following yields per acre: Wisconsin seed 1.98 tons, Ohio 1.95, Tennessee disease resistant 1.88, and Michigan 1.71. The foreign sources were Hungary 1.79 tons, Rou-

(Continued on Page 111)





## OHIO AND MICHIGAN

The plant of the Bad Axe Grain Company at Harbor Beach, Mich., is to be enlarged.

Charles Durr succeeds G. C. McDonald as manager of the Conover Grain Company at Conover, Ohio.

The elevator at Harpster, Ohio, has been bought from Homer Wood by C. F. Chatlain and Earl C. Keeler.

New conveyors and dump equipment have been installed by the Gregg Bros. of Kingscreek (Urbana p. o.), Ohio.

New conveyors and other equipment are being installed at the property of C. N. Berry & Son at New Salem, Ohio.

New machinery and equipment for the new elevator of C. C. Mendenhall at Woodington, Ohio, are being installed.

Frank B. Miller succeeds the late Frank Mitchell as manager of the elevator at McMorran (Bellefontaine p. o.), Ohio.

Improvements are being made and a combination sheller and cleaner being installed by John Schlemmer of Harrison, Ohio.

A new drag and other equipment has been installed by the North Baltimore Grain Company of North Baltimore, Ohio.

A blower loader has been installed in the elevator of the Leipsic Grain Company of Belmore, Ohio. J. W. Todd is manager.

Repairs to elevator and improvements are being made to the property of the Wapakoneta Farmers Exchange at Wapakoneta, Ohio.

The F. A. Jenkins Company of Norwalk, Ohio, operates now as The Jenkins Company. There has been no change in management.

Electric motors are being installed by the Sneath & Cunningham Elevator at Sycamore, Ohio. This will facilitate their grain handling.

A grain elevator at Cone (Milan p. o.), Mich., has been bought by the Karner Bros. & Keinath, who own elevators at Dundee and Azalia.

Mr. Huston has bought the interest of Mr. Swope in the Huston & Swope Company at Amanda, Ohio, and is operating as the Huston Grain Company.

A new overhead dump and other repairs are being made to the property of the Detrick Grain & Mercantile Company of Tippecanoe City, Ohio.

C. L. McGuinn has resigned as manager of the Era Grain Company of Bowersville, Ohio, and is now directing the National Feed Mill at Yellow Springs.

The Michigan Bean Company of Saginaw, Mich., has taken over and will operate the Orr Bean & Grain Company's houses at Midland and Smith's Crossing, Mich.

The Bennington Elevator at Owosso, Mich., has been bought from the Farmers Elevator Company by E. Haugen who will operate as the Haugen Grain Company.

A fireproof concrete elevator of 20,000 bushels' capacity is to be built at Loudonville, Ohio, for the Loudonville Milling Company, replacing the one which burned last November.

L. C. Schmunk succeeds L. J. Sandrock as manager of the Ottawa County Co-operative Company at Rocky Ridge, Ohio. Mr. Sandrock is manager now of an elevator at Curtice.

The Caro Farmers Co-operative Elevator Company of Caro, Mich., has decided to stay in business. It was proposed to sell the property but this was voted down at the annual meeting of the company.

The elevator which the Farmers Co-operative Association has been operating under lease at Eau Claire, Mich., has been bought from the Eau Claire Lumber Company. It will be remodeled and used as headquarters. The old plant will be used for shipping fruit.

The elevator at Martel, Ohio, which has been operated by the Martel Elevator Company, has been bought by Ralph V. Snyder of Galion. He will take personal charge. The elevator was owned by W. E. Breese, formerly of Mt. Gilead, and Clark Woodcock, formerly of Iberia.

The Rockafellow Grain Company of Carson City, Mich., has been reorganized with C. M. Carran as president. The company has elevators at Middle-

ton, Ashley and Vickeryville. Extensive remodeling is to be done. It is planned to move the equipment of the West Side Elevator to the East Side Elevator and dismantle the former plant. The West Side Elevator is to be used for storage purposes.

## EASTERN

The Rochester Hay & Grain Corporation of Rochester, N. Y., has been succeeded by R. J. Bautel who will operate it.

To deal in grain and flour, the Atwater Mills, Inc., of Southington, Conn., has been incorporated. Edward Mehmel and others are interested. The capital stock is \$50,000.

Sedar & Gruber of Maynard, who bought the property of the Marlboro Grain Company of Marlboro, Mass., have sold it to W. W. Perry. H. W. Estabrook remains as manager.

The Interstate Elevator site at Buffalo, N. Y., has been bought by the International Milling Company of Minneapolis upon which they will build a 4,000,000 bushel elevator, and a new mill.

A four-story brick building at Philadelphia, Pa., has been bought from the Capouse Warehouse Company for \$65,000 by the Scranton Flour & Grain Company of Scranton, Pa. The new owners will use the building for the manufacture of its products and storage purposes.

An 850-foot concrete pier is being built at Port Richmond, Pa., by the Reading Railway which will carry grain belts for the gallery structure of the grain elevator now under construction. Berthing space will be provided for loading four steamers and two barges simultaneously from six boats driven by power electric motors. Each of the feeder belts will be 36 inches wide and there will also be a return belt to carry grain to the elevators from barges and lighters. The gallery structure will be 125 feet high, construction throughout of steel. The new elevator will have capacity of more than 2,000,000 bushels.

## MINNESOTA AND WISCONSIN

The new Farmers Elevator at Chokio, Minn., has been opened for business.

The elevator of James Hart & Sons at Browerville, Minn., has been sold to Leo Heid.

Julius Sorum is the new manager of the Farmers Elevator Company at East Grand Forks, Minn.

A new grain elevator is to be built at Strandquist, Minn., for the Farmers Elevator Company, replacing the one which burned.

The elevator of the Hunting Elevator Company at Austin, Minn., has recently been equipped with a dump.

Max Drache succeeds Paul Drache as manager of the Meriden Farmers Elevator Company of Meriden, Minn.

E. I. Johnson has sold his elevator and grain business at Sacred Heart, Minn., to Sandy Wolstad of Minneapolis.

To handle grain, feed and seed, a farmers co-operative association has been formed at Milltown, Wis.

C. E. Kelty is in charge of the elevator at Mahanomen, Minn., which he bought. He has installed a new dump.

The interest of Bill Navratil in the Farmers Elevator at London Mills, Minn., has been sold to John Reisdorf.

A permit has been granted the Itasca Elevator Company of Superior, Wis., to build 15 grain tanks at a cost of \$117,000.

An interest in the Hubbard & Palmer Elevators at Luverne, and Warner, Minn., has been bought by C. E. Zeiner of Lake Wilson.

The Farmers Elevator Company of Blooming Prairie, Minn., is being reorganized following the expiration of its old charter.

The elevator of the Sherburn Farmers Elevator Company at Sherburn, Minn., has been equipped with a Strong-Scott Auto Truck Dump.

Work is to be completed by October 1 on the new Elevator "E" of the Milwaukee Railroad at Milwaukee, Wis. It will cost about \$500,000.

The grain elevator of the Great Western Grain Company at Madison, Minn., has been bought by

the City Council who will remove it. The Great Western Grain Company is moving into the Pacific Grain Company's elevator east of Heinzen which it bought.

The McCarthy Bros. Company has bought the elevator of the Marietta Grain Company of Marietta, Minn., which has been operated by Lester Lee.

The Spracher Elevator at Ellsworth, Minn., has been taken over by the W. Z. Sharp Elevator Company. John Nordman has been retained as manager.

Fairbanks 10-ton Scales and Strong-Scott Dumps are being installed in the Lyle, Rose Creek, Taopi, Matawan, Minn., elevators of the Hunting Elevator Company.

Business has been started in the elevator on the N. P. Railway at Henning, Minn. A. C. Anderson is senior partner of the Henning Grain Company which is operating it.

A new 10-ton Fairbanks Scale and Strong-Scott Dump are being installed and other repairs made to the elevator of the John Cronan Elevator Company of Rose Creek, Minn.

To sell grain, seeds, feed, linseed, etc., the Linseed By-Products Company has been incorporated at Minneapolis, Minn., capitalized at \$25,000. O. F. Clayton, et al, are interested.

The elevator at Oconomowoc, Wis., of the Armour Grain Company has been bought by George and Alvin Johnson of the Johnson Seed Company. They will use it as a storage house.

A new smoke stack has been built to the elevator of the Froedtert Grain & Malting Company of Milwaukee, Wis. It is of tile and brick construction replacing the old steel one.

Olaf Lund is the new manager of the Farmers Coal & Grain Company of Zumbrota, Minn. Mr. Lund was formerly with the Fleischmann Elevator where he is succeeded by Norman Nesseth.

A 10-ton heavy duty scale, truck lift, belt, etc., have been bought by the Jackson Farmers Commission Company of Jackson, Minn., in addition to a head and boot complete and special cleaner which have been installed.

The Rialto Elevator and the Kinnickinnic Elevator, operated at Milwaukee, Wis., by the Donahue-Stratton Company, have been declared regular for grain and flax seed under the rules of the Chamber of Commerce.

O. F. Setterlund is back with the Farmers Co-operative Elevator at Elbow Lake, Minn., conducted by the Elbow Lake Grain Company. Mr. Setterlund has lately been with the Farmers Co-operative Elevator at Willmar, Minn., and his position there is now filled by L. Maurice of Annandale.

The Commander-Larabee Corporation was recently formed at Minneapolis, Minn., as a holding company for the consolidated Sheffield-Larabee interests. Included in the holdings are the Commander Mill Company, the Larabee Flour Mills Corporation of Kansas City, the mill of the J. C. Lysle Milling Company, Kansas City, Mo., and the Sheffield Elevator Company located at Minneapolis, Minn.

The contract for the new 400,000-bushel elevator which the Chicago & Northwestern Railroad is to build at Green Bay, Wis., has been let to James Stewart & Co., Inc., of Chicago. When the elevator is completed, it will be operated under lease by the Cargill Grain Company. The elevator will be equipped to load grain on the lake boats.

## IOWA

Carl Scharge has bought the Farmers Elevator at Bristow, Iowa.

E. H. Felton & Co. are building a grain and feed storage room at Indianola, Iowa.

New coal sheds have been built for the Farmers Elevator Company at Aredale, Iowa.

The Farmers Elevator Company of Traer, Iowa, is to be reorganized.

The Farmers Grain Company of Dumont, Iowa, has installed a new 10-ton scale and a Strong-Scott Truck Dump.

The elevators of the Farmers Elevator Company at Albion and Marietta (no p. o.), Iowa, have been sold to Lloyd Reubenbauer of Dillon. He paid



\$13,000 for the property. The Farmers company was organized in 1916 when the elevator at Albion was bought from Charles Robinson.

Capitalized at \$50,000, the Farmers Co-operative Elevator Company has been incorporated at Armstrong, Iowa.

The elevator of the Field-Webster Grain Company at Washta, Iowa, has been sold to the Quaker Oats Company.

New dumping scales have been installed in the elevator of the Farmers Elevator Company located at Greene, Iowa.

The Iowa Grain & Fuel Company has sold its elevator at Floyd Crossing (Floyd p. o.), Iowa, to T. B. O'Halloran.

A new coal shed has been built at Holstein, Iowa, for the Farmers Elevator. It is equipped with a modern conveyor.

The grain elevator of J. G. Fleming at Tabor, Iowa, has been bought by A. P. Kilmartin of the Kilmartin Seed Company.

R. F. Slee is in charge of the elevator which the Farmers Elevator Company of Hampton, Iowa, bought from the Garden Estate.

A dump and scale have been installed in the plant of the Farmers Elevator Company of Rake, Iowa, and the elevator is being ironclad.

The old Atlas Elevator at Perkins, Iowa, has been torn down and part of the lumber will be used in a new filling station and service garage.

The old elevator of the Farmers Grain & Lumber Company at Dows, Iowa, is being wrecked and a new warehouse is to be built there for the company.

The Tostlebe & Jamerson Elevator at Cedar Falls, Iowa, has been bought by R. A. Bloker of Janesville who has already taken possession. W. F. Tostlebe is to be manager.

The Lakewood Grain Company's new 12,000-bushel elevator at Lakewood (Rock Rapids p. o.), Iowa, has been completed. It is equipped with scales and a Strong-Scott Dump.

Articles of incorporation have been filed by the Anderson Grain Company of Spirit Lake, Iowa, capitalized at \$200,000. The incorporators are C. M. Anderson and G. H. Anderson.

The business of B. B. Anderson & Sons at Estherville, Iowa, has been incorporated as B. B. Anderson Company, Inc. G. H. Anderson is president and C. M. Anderson, secretary-treasurer.

The name of the Linn Grove Farmers Elevator & Supply Company of Linn Grove, Iowa, has been changed to the Farmers Grain & Supply Company. The old charter has expired. It has been in business for 20 years.

The Wm. Spangler Elevator at Britt, Iowa, has been leased by the Fullerton Lumber Company of Minneapolis. The company will conduct it in connection with its lumber and coal business. William Spangler will act as grain buyer and operator.

The several co-operative elevators in Webster County, Iowa, have been organized into an association with E. E. Renquist, Fort Dodge, Iowa, president; Nels Pearson, vice-president; J. P. Redman, secretary; and C. E. Sonquist, treasurer.

## SOUTHERN AND SOUTHWESTERN

W. A. Howard has opened a grain office at Enid, Okla.

P. W. Thomas has his new 15,000-bushel elevator at Quanah, Texas, completed.

A new warehouse is being built at Welch, Okla., for the Welch Grain Company.

C. D. Holloway, Wm. Grover and N. Powers have bought the elevator at Inola, Okla.

A new warehouse has been built at Hitchcock, Okla., for the Farmers Grain Company.

A grain elevator is to be built next fall at Boise City, Okla., by D. T. Wadley of Texhoma.

A 20,000-bushel elevator is to be built at Shelbyville, Tenn., for the Dixie Grain Company.

The elevator of the Farmers Grain Company of Eagle City, Okla., has been improved extensively.

F. K. Barrett operates a grain elevator at Bernice, Okla., which he leased as the Bernice Grain Company.

The capacity of the Davis Grain Company of Davis, Okla., has been increased to over 50,000 bushels.

The capital stock of the Ruhman Grain & Fuel Company of Waco, Texas, has been increased from \$80,000 to \$85,000.

The Roberts Hay & Grain Company of Memphis, Tenn., has changed its name to the Roberts-Mette Hay & Grain Company.

The Webster Manufacturing Company of Chicago has the contract from the Port Commissioners of Houston, Texas, for two additional power shovels for the elevator at that place to increase the speed for unloading of grain from cars.

The Deer Creek Elevator Company has bought a 12,000-bushel elevator at Middleton (p. o. Newkirk),

Okla. It is the eleventh one in the Deer Creek system. The elevator was formerly owned by the Arkansas City Mill & Elevator Company.

Bob Moser has bought the elevator of the Farmers Shipping Association at Sharon, Okla., and the elevator of L. O. Street.

An addition is to be built to the warehouse of the Red Star Grain & Feed Company of De Land, Fla. A. G. Thomas is manager.

A wholesale grain and flour business has been opened in the Hoskins Building, Muleshoe, Texas, by L. C. Jones and R. J. Klump.

Electric motors have been installed in the elevators of the Choctaw Grain Company and the Enid Milling Company at Goltry, Okla.

The entire business of the Wynn Grain Company, Bay City, Texas, has been bought by E. E. Wood, who has consolidated it with his own.

A new office building with two rooms has been finished at Pond Creek, Okla., for the Farmers Grain Company. R. M. Wharry is manager.

Mary Mack Day has been made secretary-treasurer of the wholesale grain and feed brokerage firm conducted at Atlanta, Ga., by F. Y. Johnson.

The Okarche, Okla., elevator of the El Reno Mill & Elevator Company has been bought by Oscar Dow who is operating it as the Dow Grain Company.

The 65,000-bushel elevator and other property of the Central Texas Grain Company of Waco, Texas, have been sold to the Clement Grain Company of Waco.

The new 360,000-bushel elevator of the Nashville Warehouse & Elevator Corporation of Nashville, Tenn., has been completed. The plant is 114 feet high.

S. S. Land and George Maggard have bought from Mr. Toles a half interest in the elevator which he bought at Happy, Texas, from the Chapman Milling Company.

K. Hillyer, Ray Hillyer and J. M. Lefevers are the incorporators at San Antonio, Texas, of the Valley Grain & Elevator Company which is capitalized at \$50,000.

The Texas City Elevator at Texas City, Texas, has been leased by the Hall-Baker Grain Company of Kansas City. The elevator has a capacity of 500,000 bushels.

The D. R. Richardson Grain Company of Longview, Texas, has bought a building and will use it for its wholesale department. The building will be remodeled and repaired.

A new company has been formed at Plano, Texas, by J. I. Griffin as the Plano Grain Company. Mr. Griffin was formerly with the McKinney Grain Company of McKinney, Texas.

The new elevator of the Stallings Grain Company at Rendham (Westover p. o.), Texas, has been completed. An automatic loading scale is included. A. B. Farr is manager.

Capitalized at \$5,000, the Ireland Grain & Elevator Company has been incorporated at Hamilton, Texas. H. M. Wieser, A. M. Wieser and A. M. Maloney, Jr., are interested.

Capitalized at \$2,000, the Tillery Grain & Commission Company has been organized at Oklahoma City, Okla. Frank Vandever, O. M. Vandever and H. K. Vandever are interested.

A grain elevator, coaling piers, etc., are included in the improvements contemplated by the Frisco System at Pensacola, Fla. Piers will be extended as far out as possible into the harbor.

The Blackwell Mill & Elevator Company of Blackwell, Okla., has installed two new Fairbanks-Morse 25-horsepower electric motors fully enclosed, in the cornmeal and chop plant of the elevator.

The Wood & Crabbe Grain Company of Birmingham, Ala., has bought the John W. Wood Grain Company and consolidated as the Wood Crabbe Grain Company. John W. Wood is president.

An Oklahoma permit was recently granted the Union Equity Exchange, a Texas corporation. The capital is \$5,000. E. N. Puckett of Enid is state agent. The general state office will be in Enid.

Lloyd Ottinger is superintendent of the Texas City, Texas, elevator of the Hall-Baker Grain Company and W. D. Creamer is assistant superintendent. Both were formerly with the Armour Grain Company.

The elevator of L. O. Street at Supply, Okla., has been moved to Farnsworth, Texas, and is being re-erected there. It is equipped with a new 10-ton truck scale, truck dump, 10-horsepower Fairbanks Morse Engine.

The Ardmore Milling Company of Ardmore, Okla., whose elevator of 100,000 bushels' capacity burned on August 2, is to rebuild as soon as the insurance is settled. The new elevator will probably be of greater capacity than the old. The mills and offices were not touched. J. Underwood is manager.

The Canadian Mill & Elevator Company of El Reno, Okla., is building a new steel tank with ca-

capacity of 55,000 bushels to the grain storage. The addition will give the company a total capacity of 221,000 bushels.

An addition is being built to the J. G. Smith Grain Company of Gatesville, Texas, which will give a capacity of 125,000 bushels bulk grain and 25,000 sacks grain. There is a power hoist for unloading wagons.

The Adluh Milling Company of Columbia, S. C., has been bought by the Allen Milling Company of Wadesboro, N. C. The elevator has capacity of 40,000 bushels. It will operate as Allen Milling Company, No. 2.

Wm. Hayton & Son have bought the property of the Farmers & Merchants Elevator Company at Billings, Okla., and will operate as Wm. Hayton & Son. They will either remodel the elevator or build a new one.

The elevator of the Deer Creek Elevator Company at Blackwell, Okla., which burned, is being replaced with a 30,000-bushel elevator. It will be electrically operated with facilities of unloading a car in 40 minutes.

## WESTERN

A new elevator is to be built in 1927 by the Farmers Produce Company of Nashua, Mont.

The elevator of the Eckley Farmers Mercantile Company at Eckley, Colo., has been remodeled.

A new distributing spout has been installed by the Farmers Elevator Company of Homestead, Mont.

The cribbed elevator of the Lincoln Grain Growers, Inc., at Lincoln, Calif., has been covered with iron.

J. I. Lewis succeeds E. C. Gilliland as manager of the Willard Farmers Grain Company of Willard, Colo.

A tile annex is to be built to the new home of the City Grain & Seed Company at Mt. Vernon, Wash.

The elevator of the Hugh Baker Grain Company, Burlington, Colo., is being overhauled and repaired generally.

James R. Sullivan is succeeded as manager of the Occident Elevator at Hardin, Mont., by E. A. Neuhauser.

The grain warehouse at Oakesdale, Wash., operated as the Farmers Warehouse is to be operated by Fred Barron.

The elevator at Fort Collins, Colo., of the Farmers Elevator & Produce Company has been bought by A. C. Abbott.

Extensive improvements are being made to the warehouse of the Cottonwood Elevator Company of Cottonwood, Idaho.

A distributing spout and other equipment are being installed by the Farmers Grain & Trading Company of Westby, Mont.

A new house to handle grain and feed supplies is being erected at Lakeside, Calif., for the Santee Supply Company of El Cajon and Santee.

The house owned and operated by the International Elevator Company at Valier, Mont., has been bought by the Greeley Elevator Company.

The Farmers & Merchants Elevator Company of Bozeman, Mont., has let the contract for a 60,000-bushel elevator. It will be ready by October.

A new grain warehouse is being built at Rockford, Wash., replacing the elevator of the Rockford Growers Warehouse Corporation which burned not long ago.

The Zaring Grain Company of American Falls, Idaho, has moved into the new site following the wrecking of the old warehouse. E. E. Zaring is in charge.

Overhauling is being done and considerable machinery installed in the grain elevator located at Silesia, Mont., which is under the management of R. A. Mitchell.

M. M. Summers has leased the grain elevator of the Western Wheat Company at Logan (Sterling p. o.), Colo., and the elevator of the Atwood Grain Company, Atwood, Colo.

The Morrison-Kleinberg Company of Ellensburg, Wash., has opened an office at Wapato, Wash. It has operated for a number of years in the wholesale grain and hay business.

N. A. Litherland is in charge of the Vollmer Clearwater Company's grain house at Craigmont, Idaho. He was formerly at Ferdinand, where he is succeeded by Mr. Stafford.

The C. V. Harbour Grain Company has been organized at Rosalia, Wash., and has bought the Neil Warehouse of the Martin Grain & Milling Company. C. V. Harbour is manager.

The Imperial Elevator Company is building a 30,000-bushel elevator at Culbertson, Mont. The equipment will include a 10-ton Fairbanks Scale and 15-horsepower Type "Z" Fairbanks Engine.

The elevator of the Farmers Union Company, Moscow, Idaho, which was damaged in the recent fire in that town is to be repaired and re-equipped.



The Farmers Union has leased a large warehouse near there owned by the Washburn-Wilson Seed Company and will operate that this year.

The Farmers Warehouse Company has been incorporated at American Falls, Idaho, with Orval Latchaw as president. The new warehouse will be completed in time to handle this season's crop.

Smith & Ames of Minnesota have bought the flour mill, elevator and residence at Scobey, Mont., formerly owned by the Smith-Tyner Company. They formed a corporation and took over the property in July.

L. C. Walsh has leased the Gary Elevator at Bozeman, Mont. He was for three years manager of the Bozeman, Mont., branch of the Montana Flour Mills Company and for 14 years in the employ of the company.

The interest of L. B. Wiggins in the partnership of Myers & Wiggins conducting a grain, hay and feed business at El Monte, Calif., has been bought by C. T. Myers. He will conduct it as C. T. Myers, Hay, Grain and Feeds.

The Farmers Co-operative Mercantile Company of Fort Morgan, Colo., has been taken over by the Morgan County Elevator Company. C. E. Barkley, W. F. Tormohlen, C. M. Snodgrass, J. Johnson, J. M. Dillie and E. Lieber are interested.

The Occident Elevator Company has contracted for the erection of a 30,000-bushel elevator at Opheim, Mont. It will be equipped with a Link-Belt Manlift, 15-horsepower engine, 10-ton Fairbanks Dump Scale and 100-bushel hopper scale.

The elevator of the Strauss & Co., at Twin Bridges, Mont., which they have leased for some time, has been sold to a Cascade company, comprised of August Schwachheim and George Paulson. They will operate as the State Elevator Company.

The farmers co-operative grain buying association at Havre, Mont., has made plans for the immediate erection of a 50,000-bushel elevator. It will cost \$15,000. Leon McNicol is president; Edward Sundberg, vice-president; W. S. Gregorie, secretary-treasurer of the organization.

The contract has been let by the Winter-Truesdell-Diercks Elevator Company for a 30,000-bushel elevator at Four Buttes (Scobey p. o.), Mont. The equipment will include a 10-ton Type Z Fairbanks Engine, dump, 10-ton Fairbanks Receiving Scale and 100-bushel hopper scale.

## MISSOURI, KANSAS AND NEBRASKA

A new grain elevator is being constructed at Rich Hill, Mo.

D. H. Clark & Son of Galt, Mo., have retired from the grain business.

F. M. Saum & Son are building a 15,000-bushel elevator at Bennet, Neb.

The Burrell Elevator at Alexandria, Neb., is managed by Arthur Stewart.

The office of the Latta Grain Company at Herman, Neb., has been closed.

The Farmers Elevator at Howe, Neb., has been leased by M. T. Conner of Auburn.

W. H. McDonald succeeds G. B. Flagg in the grain business at Burwell, Neb.

The Farmers Elevator Company of Assaria, Kan., has been bought by Phillip Mattson.

The Koehler-Twidale Elevator Company of Roseland, Neb., is succeeded by T. W. Jones.

The grain elevator at Jefferson and one at Bolton, Kan., have been bought by Harry Farlow.

A 50x70 foot warehouse has been erected at Canton, Mo., for the co-operative company there.

The new elevator of the Henderson Supply Company at Liberty, Mo., has been put into operation.

The Farmers Produce & Grain Company has installed a 15-horsepower electric motor at Hamilton, Mo.

Work has been completed on the elevator of the Farmers Grain & Lumber Company at Montezuma, Kan.

The Busch & Nieman Elevator at Hartsburg, Mo., has been bought by the Farmers Mill & Elevator Company.

Guy Patrick is succeeded as manager of the Grange Elevator Company at Shelton, Neb., by H. F. Allison.

The elevator of the Smithfield Equity Exchange, Smithfield, Neb., has been equipped with an electric motor.

The Farmers Elevator at Virginia, Neb., has been bought by the Wright-Leet Company, who has taken charge.

A truck dump has been installed in the C. & N. W. Elevator at Exeter, Neb., of the Exeter Elevator Company.

The Lexington Mill & Elevator Company at Oshkosh, Neb., have erected a 6,000-bushel addition to its elevator and built a large feed house.

The two elevators at Belpre, Kan., and those at Hawes and Maloy, have been leased by the Home

Grain Company, of which A. M. Long is owner, to the Farmers Grain Company.

Lightning rods have been installed on the elevator of the Farmers Elevator Company at Wakefield, Neb.

The capital stock of the Boone County Milling & Elevator Company at Columbia, Mo., has been increased to \$130,500.

John Endorf succeeds W. C. Cherrington as manager of the Farmers Co-operative Elevator Company at Daykin, Neb.

The E. F. Leffang Elevator at Sutherland, Neb., has been leased by R. I. Shappell. He opened it for business August 1.

The elevator of C. Galloway and Henry Rothe at Otis, Kan., has been leased to the Robinson Grain Company of Salina, Kan.

The new 10,000-bushel elevator of the Farmers Co-operative Grain & Supply Company at Laird, Kan., has been completed.

The Lord Grain Company's new warehouse at Emporia, Kan., is nearly completed. It is just south of its main elevator.

The contract has been let by the Brooks Company of Fort Scott, Kan., for a modern grain elevator and feed grinding plant.

The Crowell Lumber & Grain Company of Pender, Neb., is under the management of H. E. Kaufmann who succeeds R. H. Cole.

The elevator of the Axtell Grain & Elevator Company of Axtell, Neb., is being repaired with a new chain drive and sprocket wheels.

The office building of the Kelso Grain Company of Pittsburg, Kan., has been sold. The company has discontinued its business there.

A 50,000-bushel concrete elevator is to be built at Hastings, Neb., for the Hastings Mills Company of which C. E. Dinsmore is manager.

The Ragan Grain Company of Ragan, Neb., has added coal yards to the grain business. It will install a small cleaner in the elevator.

The elevator of the Edna Grain Company at Edna, Kan., has been leased by them. The company is no longer in the grain business.

A reinforced concrete grain and coal storage shed is to be built at Omaha, Neb., for the Omaha Flour Mills Company. It will cost about \$18,000.

G. C. Dooley now owns the Duff Elevator and coal bins at Washington, Kan., and is in charge of the business. He was formerly at Rydal, Kan.

Joseph Widdersheim is succeeded as manager of the Farmers Union Co-operative Grain & Supply Company of Norman, Neb., by J. R. Barnes.

Henry Rohling of Grand Island, Neb., has bought the flour mill, of 50 barrels' capacity at Doniphan, Neb., owned by the Redman Grain Company.

Mike Graham has bought the elevator of the Glotzbach Grain Company at Plainville, Kan., and will operate as the Graham Elevator Company.

The H. E. Pratt Grain Company of Riverdale, Kan., has completed its new 7,000-bushel ironclad elevator replacing the one which burned a year ago.

John Moseman and his two sons, Walter and Clyde, have bought the elevator at Hartington, Neb., as well as the elevators at Emerson and Nacora.

The coal sheds of the Farmers Grain Company of Schuyler, Neb., have been repaired and cement floors put in. The wagon scales have been overhauled.

The J. J. Mullaney Grain Company of Sioux City, Iowa, now owns six Cedar County elevators, located at Randolph, Wareham, Belden, Laurel, Obert and Fordyce, Neb.

The B. Koehler Grain Company has been succeeded at Shickley, Neb., by the Shickley Grain Company. Elmer L. Bradley and Carl Wennusten are managers.

George I. Edmisson's elevator at Englewood, Kan., has been bought by the recently organized Englewood Grain & Supply Company. J. L. Routh will be manager.

The Farmers Union Co-operative Company of Colton (Sidney p. o.), Neb., is succeeded in business by the Colton Grain Company of which Charles N. Deaver is owner.

The elevator of the Homer Elevator Company, Homer (Russell p. o.), Kan., has been bought by J. A. Foltz of Abilene. He will operate as the J. A. Foltz Grain Company.

The O. A. Cooper Company of Humboldt, Neb., was successful bidder for the Farmers Union Elevator at Humboldt, Neb. It will be used for storage and shipping purposes.

Local stockholders of Rosalia, Neb., now own the Farmers Grain Company of Rosalia, formerly a branch of the Farmers Grain Company of Omaha. George Busselman is president.

The contract has been let by the Uhlman Grain Company of Kansas City, Mo., to the James Stewart & Co., Inc., Chicago, for a 1,000,000-bushel elevator. It is to be built in the M. K. & T. yards at

Rosedale and will cost \$1,300,000. The Uhlmann company now operates the Katy Elevator of 1,300,000 bushels' capacity.

The Farmers Grain Company has been formed at Kearney, Neb., capitalized at \$10,000. Henry Ehresman, Wm. Fisher, A. E. Saathoff, Wm. Ehresman and Ross Brown are interested.

The plant of the Pine Bluffs Elevator at Kimball, Neb., has been bought by A. D. Persson of Cheyenne. He took charge of the building and equipment recently with Fenton M. Frink, manager.

The 60,000-bushel elevator at Girard, Kan., of the C. Hitz & Sons Milling Company, which is being dissolved, has been leased by the Kansas Flour Mills Corporation. It will serve the Fort Scott mill of the company.

The Monarch Milling Company of Kansas City has let the contract to the James Stewart & Co., Inc., Chicago, for a 750,000-bushel addition to its grain storage. The addition will make its total capacity 1,100,000 bushels.

The Aunt Jemima Mills branch of the Quaker Oats Company of St. Joseph, Mo., will conduct its grain business in that name instead of as the A. J. Elevator Company, as it has done in the past. C. L. Scholl is in charge of the work.

The elevator at Juniata (Beverly p. o.), Kan., of the Juniata Farmers Elevator Company has been bought by M. Chamberlain and F. E. Vawter. The property will be operated as the Juniata Grain Company with Mr. Vawter as manager.

The property of the Glasgow Milling Company, Glasgow, Mo., has been bought by the Glasgow Co-operative Association. The property includes a grain elevator, mill site and storage tanks at Glasgow and an elevator at Harmony.

The Coffeyville Grain Products Company of Coffeyville, Kan., is making extensive additions to its buildings. The construction of an elevator is under way and the building of a new combined warehouse and office building is to follow.

The 175,000-bushel elevator of the Allin Grain Company of Coffeyville, Kan., has been bought by the Rea-Patterson Milling Company. The Allin company is retiring from business. With the Allin elevator the mill will have an excess of 900,000 bushels storage.

## INDIANA

A new house has been started at Goshen, Ind., by C. Dembufsky.

Frank Dowling is now employed by the Jay Grain Company at Elwood, Ind.

The elevator of Otto Rettig & Son at Greenfield, Ind., has been sold by Roepke & Watson.

Stiefel & Levy, whose grain elevator at New Haven, Ind., burned, are going to rebuild.

Joe Long has resigned his position with the Morocco Grain Company of Morocco, Ind.

The Hamlet Grain Company of Hamlet, Ind., is succeeded by the W. M. Bosley Grain Company.

George W. Harris has bought the elevator at Pendleton, Ind., owned by the Collingwood Bros.

The Farmers Elevator at Malden (p. o. La Crosse), Ind., is under the management of L. Jones.

W. F. Webster succeeds C. F. Burkhardt as manager of the Farmers Co-operative Elevator at Brazil, Ind.

The elevators of Paul Kuhn & Co., at Patoka and Hazelton, Ind., have been bought by Garrett & Antle.

The elevator of the J. H. Love Estate at Le Roy, Ind., has been sold to John Jones and Walter Aiman.

Several improvements have been made to the elevator of the Zionsville Grain Company of Zionsville, Ind.

An addition is being built to the North Elevator of the Fowler Grain Dealers of Fowler, Ind., for storing feeds.

The Crete Elevator Company of Crete (Lynn p. o.), Ind., has rebuilt its steam engine and overhauled its plant.

The Lake & Reagan Elevator at Reagan (Frankfort p. o.), Ind., has been sold to the Simison Bros. of Lafayette.

The old elevator of the Kinsey Bros. at Ijamsville (p. o. Laketon), Ind., has been remodeled and equipped with electricity.

The Pioneer Elevator at Oaktown, Ind., has been leased from Roy Clodfelder by the Prather Grain Company of Palestine, Ill.

The Redkey Grain Company operating at Redkey, Ind., has been dissolved. It has been operating for some time as a partnership.

A new concrete block elevator is being built at Vevay, Ind., for J. T. Pritchard. The elevator has a capacity of 8,000 bushels.

The property of the Warsaw Milling & Grain Company at North Manchester, Ind., has been bought by Howard Smith.

The grain elevator at Hartford City, Ind., owned



by J. R. Ellis has been bought by C. G. Quinn of Cutler, Ind. He is repairing it. When this is finished, B. C. Draper will be manager.

The Nappanee Elevator Company of Nappanee, Ind., is operating the elevator there formerly conducted by Kraus & Apfelbaum.

John G. Smith is succeeded as manager of the Nading Mill & Grain Company of Fenns (p. o. Shelbyville), Ind., by June Pherigo.

The elevator at Foresman Switch (Otterbein p. o.), Ind., has been bought by J. T. Higgins of Dayton, Ind., from Luther Greenwood.

Repairs and general overhauling are being made at the elevator of Harry Snyder at Bourbon, Ind., preparatory to handling this year's crop.

The Battle Ground, Ind., elevator of the Crabbs Reynolds Taylor Company is under the management of Mr. Jones, who succeeds Earl Clark.

Roy Clodfelder's elevator at Westphalia, Ind., has been leased by the White River Grain Company. That at Carlisle has been leased to Frank Warner.

H. J. Nading, Clarence Cox and J. L. Zike have bought the interest of H. E. Kinney of Indianapolis in the Morristown Elevator Company of Morristown, Ind.

The Fairbanks Elevator at Farmersburg, Ind., owned by the Sullivan Mill & Elevator Company has been bought by J. P. Allen. He is making improvements.

Capitalized at \$20,000, the Harris Grain Company has been incorporated at Pendleton, Ind. Charles E. Harris, Merle A. Harris and George W. Harris are interested.

The Ralston Elevator at Payne (Bloomington p. o.), Ind., is being put into condition by the Brady Bros. They will operate this until their elevator destroyed by fire is rebuilt.

The new elevator of the Early & Daniel Realty Company at Indianapolis, Ind., is ready for operation. It is of steel and concrete construction with capacity of 1,052,000 bushels.

Capitalized at \$15,000, the Wilson Shirley Grain Company has been incorporated at Blountsville, Ind. The incorporators are Carl T. Wilson, E. I. Wilson and William F. Shirley.

The new 10,000-bushel elevator of the A. B. Martin Grain Company at Lafontaine, Ind., has been opened for business. N. C. F. Martin and son, Albert B., will operate the elevator.

The elevator at Valparaiso, Ind., has been bought from W. C. McMahan by the Jensen Bros., William and Henry, who have been operating the Pennsylvania Elevator at Valparaiso. They will operate as the Jensen Bros.

The elevators at Trafalgar and Franklin, Ind., formerly owned by the Farmers Elevator Company have been bought by W. W. Suckow, president of the Suckow Milling Company. They will be operated independently from the milling interests.

Stiefel & Levy of Fort Wayne, Ind., have bought the coal sheds, wareroom and equipment of the Melching Grain Company and will conduct these in addition to their elevator and coal sheds at Ossian, Ind. The company installed a new 10-ton truck scale.

The Indianapolis Grain & Feed Company has bought the equipment of Tom Grant Elevator at Lebanon, Ind., which is being installed in its elevator at Indianapolis. The company manufactures feeds and handles cleaning seeds, shelling corn and does a general domestic feed business. The elevator's capacity is 10,000 bushels.

On October 1 the new house of the Cleveland Grain & Milling Company being built at Indianapolis, Ind., by James Stewart & Co., Inc., will be ready for operation. The new house will be equipped with three 12,000-bushel per hour legs, three Fairbanks-Morse Hopper Scales, three garner, and an Ellis Drier of 1,000 bushels per hour capacity.

## THE DAKOTAS

H. E. Tingdahl is manager of the Farmers Elevator at Adrian, N. D.

A new elevator has been built at Buffalo Gap, S. D., by W. H. Nolan.

The Fruen Grain Company has discontinued its office at Mobridge, S. D.

Carl Hilde is manager of the Farmers Elevator Company of Adams, N. D.

A new set of scales has been installed at the elevator at Belvidere, S. D.

J. L. Barnes has bought the Michigan Farmers Co-operative Elevator at Michigan, N. D.

The Farmers Grain Company is repairing its elevators at Warwick, Ellsberry and Keith, N. D.

Lightning rods have been installed by the Farmers Elevator & Mercantile Company at Lily, S. D.

The Nelson Grain Company has its new 6,000-bushel elevator at Drayton, N. D., nearly completed.

H. E. McKenneth has sold his elevator at Scranton, N. D., to Peterson & Thorpe who will operate

it. Mr. McKenneth is now in possession of the old Bagley Elevator which he bought some months ago.

Oscar Olmlie is interested in the Interstate Farmers Elevator Company of Drayton, N. D., and is manager.

An automatic air dump is being installed at the Farmers Elevator at Bisbee, N. D., and repairs are being made.

The Farmers Elevator located at Aneta, N. D., has been taken over by R. Melby, L. Francisco and J. G. Johnson.

A new grain cleaner is being installed in the elevator of the Farmers Elevator Company at Hunter, N. D.

New coal sheds with concrete floors have been built at Randolph, S. D., for the Farmers Union Grain Company.

P. B. Carlson is succeeded as manager of the Farmers Co-operative Elevator Company at Eden, S. D., by L. A. Wachtler.

New dumps are being installed and other repair work done to the elevator of the Farmers Elevator Company at Cathay, N. D.

George P. Sexauer & Son's elevator at Agar, S. D., has been overhauled and equipped with a dump and 10-ton Fairbanks Scale.

E. L. Wagendorf and John Stand have been incorporated at Havelock, N. D., as the Farmers Grain & Elevator Company.

A 2,250-bushel automatic scale is to be installed and repairs made to the elevator of the Farmers Elevator Company at Kloten, N. D.

The Minnekota Elevator Company is repairing its elevators at Juanita and Ryder, N. D., and installing truck dumps and Fairbanks Scales.

The new elevator of the Farmers Independent Elevator Company at Sanish, N. D., has been opened. Joseph Falven is manager.

Repairs are being made to the elevator of the Farmers Elevator Company of Minot, N. D., and a pressure dump is being installed.

Another branch office has been established at Rugby, N. D., for the Midland Grain Company of Minneapolis. Marcus G. Smith is in charge.

Three-unit cylinder grain separator has been bought by the Minnekota Elevator Company of Norma, N. D. Other minor repairs are being made.

The McClusky Farmers Elevator Company of McClusky, N. D., has been reorganized into a co-operative company with C. O. Bennett as president.

The Wheat Growers Warehouse Company, a subsidiary of the Wheat Growers Association, has bought the elevator of H. H. Egar at Park River, N. D.

The Northwestern Elevator at Vilas, S. D., has been bought by F. W. Anderson. The new owner will overhaul the elevator and engage in a general elevator business.

Theodore Deitrich of the Occident Elevator at Mandan, N. D., is in charge of the Farmers Elevator at that place. The Occident Elevator was closed on August 1.

General repairs are to be made to the elevator of the Sutton Equity Elevator Company of Sutton, N. D. This will include new foundation, new equipment and many improvements.

Extensive remodeling has been done to the H. F. Hansmeier Elevator at Bristol, S. D., and the cleaning plant. A new foundation has been put in and the property generally overhauled.

A new scale and two new air dumps are being installed in the elevator of the Farmers Elevator Company of Churchs Ferry, N. D., and some necessary repairs are being made to the building.

The interest of P. A. Finneman in the Finneman & Finneman Grain Company of Alymer (Anamoose p. o.), N. D., has been bought by J. A. Morris. He will conduct the business as the Morris Grain Company.

Two elevators at Hansboro, N. D., which burned in the spring are being rebuilt. They are the elevators of the National Elevator Company and the Farmers Grain Company and are of 30,000 bushels' capacity.

Articles of incorporation have been filed by the Farmers Elevator Company of Cuba, N. D., capitalized at \$25,000. The incorporators are John McIntyre, Harold H. Wilkins, William Adcock and Ernest J. Evert.

The interest of B. C. Hauson in the Independent Elevator at Hastings, N. D., has been sold to J. L. Olson of Glover. Mr. Hanson is now manager of the Farmers Elevator at Montpelier, N. D., succeeding H. E. Tingdahl.

A grain elevator of 14 bins is being built for J. G. Tweten at Palermo, N. D. The equipment will include a 15-horsepower Fairbanks Morse Engine, Fairbanks Morse 10-ton Truck Dump Scale and Strong-Scott Dump.

Work has been completed on the new 50,000-

bushel elevator of the Sheyenne Farmers Elevator Company of Sheyenne, N. D. It is equipped with two legs, Fairbanks Morse Enclosed Type Motors, double distributing spouts, truck dump, 2,000-bushel automatic scale, and manlift.

Either by purchase or lease the Wheat Growers Warehouse Company has acquired 12 elevators for the use of members of the North Dakota Wheat Growers Association. They are at Park River, Hensel, Lakota, Lawton, St. Joe, Walum, McHenry, Fero, Souris, Cando, Bantry and Niagara, N. D.

A Fairbanks 10-ton coal scale has been installed in the Atlas Elevator at Raymond, S. D. The company has also equipped its elevator at Gorman, S. D., with a 10-horsepower Fairbanks-Morse Engine, a Strong-Scott Dump and other equipment.

## ILLINOIS

The North Elevator at Wapella, Ill., is to be repaired.

Arthur Schroede has bought the elevator of R. P. Miner & Co., at Hendersou, Ill.

A. B. Gilchrist of Macomb, Ill., has leased the grain elevator at New Philadelphia, Ill.

Mr. Bumpus is the new manager of the Farmers Grain & Coal Company at Saybrook, Ill.

A grain elevator is being built at Fort Gage, Ill., to be under the management of J. Fink.

C. Liuder of Streator has bought the 15,000-bushel elevator at Wilsman (Leonore p. o.), Ill.

The Farmers Elevator at Astoria, Ill., is to be improved with a new compressed air truck and wagon dump.

The old A. B. W. Elevator at Carlinville, Ill., is to be managed by Chester McClelland, B. F. Massa and a Mrs. Smith.

The Big Four Elevator Company of Mattoon, Ill., now owns the grain elevator there known as the Ashbrook Elevator.

The South Elevator of the Meadows Grain & Coal Company at Meadows, Ill., has been improved with a new driveway.

Articles of incorporation have been filed by the S. C. Van Horne Grain Company at Fairbury, Ill. Its capital stock is \$24,000.

C. P. White of Decatur, Ill., has assumed charge of the elevator at Bardolph, Ill., in which he recently secured an interest.

The Hamman Grain Elevator at Cooksville, Ill., is now under the management of Mr. Hyde of Rantoul who bought it recently.

A modern office has been built at Mineral, Ill., by F. C. Dewey & Co., grain firm of Annawan, and also owner of an elevator at Mineral.

The interest of Mr. Grotevant in the Wallace & Grotevant Elevator at Forrest, Ill., has been bought by John F. Wallace, who is now sole owner.

Improvements are being made to the property of the Wyoming Grain Company of Wyoming, Ill., including an up-to-date coal handling equipment.

A new dump is being installed in the Rock Island Grain Elevator at Chillicothe, Ill., by W. R. Guyer which will accommodate both wagons and auto trucks.

The Arthur Wyeth Elevator at Humboldt, Ill., has been leased by the Cuppy Bros. They will operate it in conjunction with the other elevator they own.

The share of John W. Craig in the Craig Bros., grain and elevator company at Cadwell, Ill., has been bought by James B. Craig, Jr., who is now sole owner.

The Hortou Grain & Coal Company of Hammond, Ill., has bought the grain and coal business of Bob Steven at Sloan (Ivesdale p. o.), Ill. Walter Trvell is manager.

The Fisher Grain & Coal Company of Fisher, Ill., is to install motors of 110-volt alternating current of 12- and 7-horsepower as soon as power lines are completed.

The Watson Elevator at Momence, Ill., has been bought by William Porter. He will handle grain and coal besides other things in connection with the elevator line.

On July 26 the West Point Farmers Co-operative Grain Elevator at West Point, Ill., was sold at public auction to H. W. Mensendick. Guy Prather will continue as manager.

The facilities of the Sheldon Farmers Co-operative Grain Elevator company at Sheldon, Ill., for handling coal are to be enlarged. A cement floored coal shed has been built.

Additional improvements are being made to the yards of the Rushville Farmers Grain & Livestock Company of Rushville, Ill. A new salt storage house was just completed.

W. H. Bechstein has sold his grain, feed and coal business at Mokena, Ill., which he has conducted for 24 years, to Fred and Albert Cappel who took possession as the Cappel Bros. on August 10. Mr. Bechstein bought the property from John A. Hatch



in 1902 and in 1905 sold it to Frank Liess and located at Seneca. He bought it back three years later and has run it himself for the last 18 years.

The elevator of the Tomlinson Co-operative Grain Company at Tomlinson (p. o. Rantoul), Ill., has been bought by John Wood. The Tomlinson company has been discontinued.

The Hindsboro (Ill.) Elevator has been bought at public auction for \$14,500 by the Harris Loan Company of Champaign. The loan company held a \$15,000 mortgage on the property.

D. D. DeForest will operate the West Elevator at Nekoma, Ill., known as the Yocum Grain Company. Mr. DeForest has been in the grain elevator business for four years at Woodhull.

Extensive improvements are being made to the elevator of the Sidell Grain Company of Sidell, Ill. It is being electrically equipped throughout and a new sheller and cleaner installed.

The North Side Elevator of the Farmers City Grain Company of Farmers City, Ill., is being moved across the I. C. tracks to their other elevator. The two will be joined into one large elevator.

E. J. Olson has resigned as manager of the Granville (Ill.) Co-operative Company to become manager of the Standard (Ill.) Elevator Company replacing R. P. McCauley who has been ill.

The J. J. Guild & Son Grain & Coal Company of Geneseo, Ill., has put a 10-ton truck scale into use. The drives leading to the scale have been paved with concrete and the pit and supports are of concrete.

C. J. Bader, manager of the Eckert & Ray Elevator, Mendota, Ill., has bought the J. H. Dole Elevator there. It will be wrecked and the material used. The elevator has not been in use for some time.

The elevator of W. A. Herrman at Shabbona, Ill., has been covered with a steel roof, equipped with lightning rods, a 10-horsepower Fairbanks-Morse Motor and 50 feet of air hose to pressure tank for blowing dust out of the motor.

A controlling interest in the C. R. Lewis Grain & Elevator Company at Woodside (Chatham p. o.), Ill., has been bought by Fred W. Ostermeier. He will operate as the Ostermeier & Lewis Grain Company with grain offices at Jacksonville.

The elevator, mill, coal yards and residence property of J. H. Claudon at Gridley, Ill., was sold for the benefit of the creditors. George Gramm bought the elevator, grain office and coal yard for \$14,325. The mill and office building went to W. J. Zehr for \$2,700.

Charles McKenzie has opened the McKenzie Milling Company of Taylorville, Ill., which has been closed since the failure of the Illinois Milling & Elevator Company. The elevator will do a general business buying wheat but will not do any retail business.

The A. E. Staley Manufacturing Company of Decatur, Ill., has changed its original plans and will build a 3,000,000-bushel elevator there. The additional capacity will be provided through 20 storage tanks, making 60 in all. The Folwell-Ahlskog Company has the contract for the work.

W. E. Shutt of Girard has leased the Bronaugh Elevator at Auburn, Ill. He was formerly with his father, J. H., and brother, M. C. Shutt, in the grain business at Girard. Before that he was in the grain business at Donnellson, Ill., where he went after his discharge from service in the World War.

The 50,000-bushel Bernard Sullivan Elevator at Cullom, Ill., has been leased to E. B. DeLong of Sadorus, Ill. The Walter Coal Company will continue to operate in connection with the elevator as before. E. B. DeLong has been in the grain business at Sadorus, Ill., for years. The DeLong Elevator at Sadorus has been sold to the farmers there.

## CANADA

The Edmonton Terminal Grain Company, Ltd., is building a 100,000-bushel addition to its house at Edmonton, Alta., which will give it an aggregate capacity of 200,000 bushels. It will also have a handling and cleaning capacity of 16 cars a day. It is doing a general private terminal elevator business. There will be a double track for the spur and additional cleaning equipment.

THE seed and feed business of J. P. Irwin at Elk City, Kan., has been bought by H. G. Saddler.

ARTICLES of incorporation of the Ouren Seed Company of Council Bluffs, Iowa, have been renewed.

THE Ruskin Co-operative Elevator Company of Ruskin, (Faribault p. o.) Minn., is in the hands of a receiver, C. N. Sayles.

THE suit of the Stiefel-Levy Company of New Haven, Ind., against Charles B. Bower, et al., was won by the New Haven grain company. It was claimed that Bower, who owned a grain elevator at Helmar, had entered into a partnership agreement with Stiefel & Levy and had failed to account for \$8,603.52 of the firm's money. The partnership was dissolved in 1924.

# OBITUARY

ANDERSON.—A. C. Anderson died at Owatonna, Minn. He was for many years manager and grain buyer at the Speltz Elevator in Hope. His widow, two daughters and five sons survive him.

ARNESON.—S. M. Arneson died on July 22 at St. Paul, Minn. He was president of the Northwest Grain Marketing Company of McLaughlin, S. D. He was one of the organizers of this and was attending a board meeting when he was taken sick.

BURKE.—Louis G. Burke died suddenly on July 15 at a Chicago hospital. He was formerly a prominent grain broker of Sioux Falls, S. D., but had been associated with his two brothers in the Burke Grain Company of Chicago, lately.

CUSHING.—Horace A. Cushing died recently at Portland, Ore. He was vice-president and manager of the Portland house of the Chas. H. Lilly Seed Company. He had been a member of the firm for the past 23 years.

DAILEY.—John W. Dailey died suddenly at St. Joseph, Mo., aged 54 years old. He was manager of the J. L. Frederick Grain Company. He moved to St. Joseph 16 years ago from Smithville, Mo., where he had been in the grain business. He was one of the charter members of the St. Joseph Grain Exchange and was active as director and member of the committees.

FATZINGER.—Oliver J. Fatzinger died on July 13 at Allentown, Pa. He was for years in the wholesale grain business at Frankfort, Ind., with a branch house at Colfax, Ind.

GEYER.—Samuel Geyer died recently after a short illness. He had been a grain and feed merchant at Indianapolis, Ind., for 35 years, retiring 20 years ago. He was 82 years old.

HAM.—E. P. Ham was asphyxiated on July 7 at his home in Lewistown, Maine. He established a grain, hay, seed, feed, etc., business with his brother in 1857 and with the exception of 10 years was actively engaged in it.

HEUWINKER.—John H. Heuwinker, a salesman for the Ouren Seed Company of Omaha, Neb., died on July 12 at Council Bluffs, Iowa.

JONES.—Cyrus H. Jones died on July 29 at Champaign, Ill. He was a pioneer grain dealer of central Illinois and had been in the grain business at Bellflower for 11 years.

LAMIS.—F. H. Lamis died recently at his home in Eddyville, Iowa. He was a member of the elevator company of Lamis & Hoose. His widow and several children survive him.

MAUCK.—James Mauck died after an operation at Muncie, Ind. Mr. Mauck had been active in the Farmers Grain Dealers Association of Indiana.

M'CORD.—H. D. McCord died suddenly on July 27 by his own hand on his farm near Le Claire, Iowa. He was at one time president of the

Merchants Elevator Company of Minneapolis and for several years was prominent on the Exchange floor of Minneapolis. Ill health and business reverses are blamed for his suicide.

M'CRAY.—Ed M. McCray died after eight years suffering from paralysis. He was formerly with the Vincent Grain Company of Omaha, Neb., and at one time operated the Farmers Elevator at Grinnell, Iowa.

OWENS.—Edward B. Owens died on July 1. He was associated with E. B. Owens & Co., of Baltimore, Md.

PIERCE.—Gardner Pierce of Frost & Pierce at Claremont, N. H., died following an operation on July 24.

PIERSON.—A. R. Pierson died from heart trouble on July 12 at his home in Kansas City, Mo. He was president of the Pierson-Lathrop Grain Company. He was 67 years old and is survived by his widow and son.

REGUR.—Winfield S. Regur died on July 11 at Summitt, N. J. He was formerly a member of the firm of Bowen & Regur which dissolved 10 years ago at Des Moines, Iowa.

RUSSELL.—Ernest H. Russell died on July 16 aged 49 years at Fitchburg, Mass. He had for more than 14 years been manager of the retail department of the J. A. Cushing Grain Company. He leaves a widow and daughter.

SCOTT.—J. L. D. Scott died on June 23. He was a partner of Smith & Scott, feed and fuel dealers of Los Angeles, Calif. His widow and a small child survive.

SCOTT.—Samuel Scott died at Winnipeg, Man., recently. He was well known in western grain circles and was one of the original members of the Grain Exchange. He was an early owner of a string of country elevators in southern Manitoba.

SCROGGS.—James Thomas Scroggs, vice-president of the Sioux City (Iowa) Board of Trade died at Sioux City, Iowa, aged 70 years. He had formerly lived at Beresford, S. D., where he had been active in the grain business. His widow, three daughters and three sons survive.

SOUTHALL.—B. G. Southall died at Minneapolis, Minn. He formerly operated a small line of elevators in North Dakota. He entered the elevator business in Iowa, and later transferred his operations to North Dakota. Heart trouble and asthma was the cause of his death.

STREIGEL.—Louis H. Streigel died at Baker, Ore. He was formerly connected with the Copeland Crason Grain Company at Oxford, Kan.

WANGEREIN.—August Wangerein died on July 5 at Topeka, Kan. He was president of the Vining Grain Company of Vining, Kan., and the Clyde Milling & Elevator Company of Clyde.

# FIRES—CASUALTIES

Strandquist, Minn.—The elevator here was burned recently.

Ulysses, Kan.—Fire on July 18 damaged the Sullivan Elevator.

Dunning, Neb.—Fire damaged the Dunning Elevator not long ago.

Elkhart, Iowa.—The Farmers Grain Elevator here was destroyed by fire.

Toulon, Ill.—Fire damaged slightly the Davis Bros. & Potter elevator.

Bavaria, Kan.—Fire damaged the property of the Shellabarger Mill & Elevator Company.

New England, N. D.—The elevator of the Columbia Grain Company was damaged by fire.

Platte City, Mo.—Fire damaged the plant of the Platte City Co-operative Elevator Company.

Delphi, Ind.—The Whiteman Bros. & Co.'s elevator here was burned. The loss was \$16,000.

Kansas City, Mo.—Fire damaged to the extent of \$4,000, the grain and hay store of Jacob Shaw.

Lincoln, Ind.—The elevator of the Lincoln Elevator Company was damaged by fire on July 30.

Iowa Falls, Iowa.—On July 30, fire destroyed the elevator of the M. O. Hocum Grain Company.

Miranda, S. D.—Lightning struck the warehouse

of the Farmers Elevator Company on July 23 and tore off the two doors and part of the siding.

Strawn, Ill.—Lightning was the cause of a total loss to the elevator of Harry Tjardes on July 12.

Hollis, Kan.—Lightning was the cause of a small loss to the elevator of J. H. Campbell on July 11.

Cedar Rapids, Iowa.—The hay and feed store of Maurice Krintzmik was destroyed by fire on July 17.

Delphi, Ind.—Fire destroyed, with loss of \$25,000, the plant of the Delphi City Mill & Elevator company.

Doyon, N. D.—A hot box is given as the cause of a small loss to the elevator of C. H. Doyon recently.

Ardmore, Okla.—On August 3, the elevator of the Ardmore Milling Company was totally destroyed by fire.

North Branch, Mich.—Fire of unknown origin destroyed the hay warehouse of Harry Harper on August 4.

Bay City, Mich.—Fire destroyed the property of the Chatfield Milling & Grain Company with a loss of \$60,000.

Saxman, Kan.—The tanks of the storage of the mill here of the Central Kansas Milling Company



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of Lyons collapsed on July 15 and 16. There was about 80,000 bushels wheat in the tanks at the time.

Bad Axe, Mich.—A fire in the engine room of the Bad Axe Grain Company was the cause of a small loss on July 19.

Marshall, Texas.—Fire damaged to the extent of \$25,000, the warehouses of the Marshall Mill & Elevator Company.

Hillery (Danville p. o.), Ill.—Fire of unknown cause totally destroyed the elevator of Fred W. Oakwood on July 9.

Melvin, Ohio.—Fire of unknown origin totally destroyed the elevator of W. A. Ewing on July 21, with a loss of \$10,000.

West Butler (Butler p. o.), Mo.—Fire destroyed the elevator here owned by Bryant & McDaniels. The insurance was \$3,000.

New Bremen, Ohio.—The Henry Dierter Elevator, owned by J. H. Reardon was damaged by fire to the extent of \$6,000, on July 24.

Spartanburg, S. C.—On July 26 fire damaged the grain elevator of J. W. Bell with loss of from \$2,000 to \$3,000. It was insured.

Calamus, Iowa.—The Farmers Elevator company sustained a small loss recently which was probably due to an overfused motor.

Chelsea, Mass.—Fire damaged to the extent of \$12,000, the building and stock of the Krentzman Bros., dealers in grain, flour and feed.

Waldron, Ind.—Fire damaged the feed store and creamery station of Joseph Barnes and destroyed four business rooms with a loss of \$7,500.

Warnerville (Norfolk p. o.), Neb.—The large elevator, corn crib and small office building, coal shed and three freight cars were destroyed by fire.

McKees Rock, Pa.—Fire on July 21 damaged to the extent of \$7,500 the grain and feed warehouse of Peter J. Blumling. It was partly insured.

Vincennes, Ind.—Some wheat growers stock stored in the Knox County Farm Bureau was water damaged recently. The origin of the fire is not known.

Allenville, Ill.—The J. B. Tabor Elevator here gave way spilling 2,000 bushels grain. No insurance was carried. The elevator building was of frame construction.

Bertrand, Neb.—The Genho Elevator in East Bertrand was destroyed by fire. Lightning caused the blaze. The building was reported as being covered by insurance.

Moscow, Idaho.—Fire damaged the elevator of the Moscow Farmers Union Warehouse Company.

About 10,000 bushels grain, 4,000 bushels peas and machinery was lost in the fire. The elevator, which had a capacity of 150,000 bushels, will be repaired immediately.

Bascom, Ohio.—Fire which originated at the motor was the cause of a small loss to the elevator of the Bascom Elevator & Supply Company on July 29.

Franklin, Ind.—Fire on July 5 destroyed with a loss of \$35,000, the Farmers Elevator. Lightning is believed to have started the fire. J. H. Anderson is manager.

Fergus Falls, Minn.—Fire destroyed the Fergus Mill Company with a 50,000-bushel elevator of the Red River Milling Company on July 29. The mill was 45 years old.

Holgate, Ohio.—Fire on July 20 destroyed the elevator of the Hipp & Shockey Grain Company. There was but a small amount of grain in the elevator at the time.

Baltimore, Md.—Fire of unknown origin destroyed the grain and hay warehouse of P. F. Obrecht & on July 9. All of the grain and hay in the warehouse was burned.

Hollister, Calif.—Fire damaged the warehouse No. 2 of the Lathrop Hay & Grain Company. Between 4,000 and 5,000 tons of hay were destroyed. The loss was \$18,000.

Saginaw, Mich.—Fire on July 1 destroyed the warehouse of the Reliance Mercantile Company which was filled with hay, straw and feed at the time. The loss was \$20,000.

Louisville, Ky.—Fire damaged the grain elevator of C. P. Dodd & Co., with a loss of \$20,000. There were 200,000 bushels wheat, oats and hay and 20 carloads of hay in the house at the time.

Ord, Neb.—Lightning is believed to have started the fire which destroyed the Johnson & Peterson Elevator. It contained 300,000 pounds of popcorn and 5,000 bushels field corn. About \$13,000 insurance was held on the building and contents.

Atchison, Kan.—Fire on July 18 destroyed the elevator of the Blair Elevator Company. The loss on the grain of \$160,000 is fully insured. The office and working house on which there was a loss of \$175,000 was practically covered. The Brooks Elevator Company of Minneapolis is doing the salvaging. The grain includes 20,000 bushels oats, 110,000 bushels corn, 35,000 bushels wheat, 2,500 bushels barley, four carloads of mixed feeds and \$5,000 in empty bags. The fire started either from a dust explosion or a short circuit, it is said. The property of the Blair Milling Company is located some distance from the elevator and was not damaged. J. H. Blair is president of both companies.

ing now occupied by the company will be used as a downtown storage warehouse. The new site will be ready by October 1.

An addition has been built to the elevator of the Farmers Elevator Company at Chapin, Iowa, in which a feed grinder is to be installed.

F. P. Chavoya's feed and fuel business at Monterey, Calif., which he has run for 22 years, has been bought by Culver Beard of Fresno.

The East Coast Feed Company, of which H. S. Thompson is general manager, has opened stores at Cocoa, Lake Worth and Ft. Lauderdale, Fla.

W. W. Welsh is now in the feed and cereal brokerage business at Baltimore, Md. He was formerly associated with Minngerode & Co., feed brokers.

J. A. Holiman, W. D. Kyser, J. S. Allen, S. W. Overton and L. Bell have incorporated at Memphis, Tenn., as the Happy Feed Company, retail distributor.

The Kenyon-Kearns Feed Company was incorporated at Amarillo, Texas, capitalized at \$3,000. The incorporators are W. S. Kenyon, W. C. Kenyon and H. L. Kearns.

An addition is being built to the warehouse of A. G. Thomas, manager of the Red Star Grain & Feed Company of De Land, Fla., to take care of the feed department.

Koons & Monahan of Columbus, Ohio, have dissolved. T. J. Monahan is continuing in the hay business and will operate as The Monahan Hay Company, Columbus, Ohio.

The Morris Feed Sales Department has been transferred from 111 W. Jackson Blvd., Chicago, to the Morris & Co.'s office at the Union Stock Yards. J. W. Powley is in charge.

Dan O'Leary has bought an interest in the Spokane (Wash.) Feed & Fuel Company and will be sales manager. He was manager of the Federated Fuel Company for two years.

An office is to be opened at Wapato, Wash., by the Morrison-Kleinberg Company of Ellensburg, hay dealers. They will probably establish warehouses at Wapato, Toppenish and Sunnyside.

P. E. Harris, James Gillison and F. E. Peterson have incorporated at Portland, Ore., as the Feeds & Fertilizers, Inc., to deal in feeds and fertilizers. The capital stock of the firm is \$10,000.

H. E. Partridge has opened a new feed and poultry supply house at Van Nuys, Calif. He was formerly with the Great Western Milling Company and the Nichols Grain & Milling Company.

An interest in the Champion Animal Feed Company of Minneapolis, Minn., has been bought by L. F. Bolser. He has leased 15,000 square feet of space for offices and manufacturing headquarters.

Howard A. Tippin has bought the feed and seed business of W. H. Rhamy at Findlay, Ohio, which he has been conducting for more than 33 years. Mr. Tippin has for several months been in charge of the Mead Seed Store at Findlay.

The Beamer Fuel & Feed Company of Denison, Texas, is now owned by Oscar Kollert and J. A. Bartee. They will operate as the Central Fuel & Feed Company and will continue to handle hay, bran, chicken feed and other feedstuffs.

The fuel, feed and ice business of Bailey, Wicks & Hobart at Clarkston, Wash., has been bought by Ed Hobart, John Getty and J. M. Madison. E. J. Bailey and Frank Wicks are retiring. Mr. Hobart first bought the interest of his former associates and sold it to Mr. Getty and Mr. Madison.

## FIELD SEEDS

(Continued from Page 105)

mania 1.75, Canada 1.68, Chili 1.46, and France 1.38. The Italian was almost a total failure, due to winter killing and disease; the small yield of .71 ton was half weeds.

The second growth says L. E. Thatcher, associate agronomist, is showing a marked difference in favor of the domestic and Canadian seed. The Michigan, Wisconsin, Ohio, and Tennessee plots are making a good second growth and are now full of bloom. The Oregon and Canadian plots are but little behind these in vigor and stand. The Chilean, French, Hungarian, and Roumanian, Clovers are very short and yellow with disease, while the Italian Clover has disappeared entirely.

## QUIET MARKS SEEDS IN NEW YORK

By C. K. TRAFTON

During the greater part of the month under review the local seeds market was about as dull as usual during mid-summer. The protracted spell of dry and hot weather over a wide area was another hindrance to business. Trading was also interfered with to some extent by an outside factor, namely, the great political and financial unsettlement in France. Early in the month leading distributors reported numerous inquiries for the regular summer favorites, but these did not lead to

## HAY, STRAW AND FEED

A feed store has been opened at Hazen, Ark., by Walter Carley.

Caddis F. Morriss who was in Florida for a time, is now in business at Richmond, Va.

A new addition is being built to the C. G. Hunger Feed Store building at Madison, Ind.

Probst & Kassebaum, feed dealers of Indianapolis, Ind., are closing out their business.

The charter of the Winer Feed Company of Chattanooga, Tenn., has been surrendered by it.

A feed and seed store is to be opened at Corpus Christi, Texas, by R. B. Jones of Belleville.

A new feed mill is being built at Barron, Wis., for John West, feed, grain and seed dealer.

A feed mixer and elevator are being installed at the property of J. F. Stewart at Brookville, Ohio.

A warehouse for the storage of cattle feed is to be built at Fond du Lac, Wis., for D. R. Mihills.

A feed handling department is to be installed by the Excelsior Creamery Company of Baraboo, Wis.

An attrition mill has been installed by the Jackson Grain & Milling Company of Jonesville, Mich.

B. C. Miller bought the feed business at Grandview, Wash., from E. W. Fry and is now operating it.

A feed mill is to be built to the office of the Stubblefield & Rogers Grain Company of McLean, Ill.

The feed store of A. A. Betterton at New Castle, Ind., has been sold by him. He is moving to Anderson.

The feed store of George Niemeyer & Sons at Rising Sun, Ind., has been bought by Russell Uhlman-siek.

A new flour and feed house has been built at Humboldt, Iowa, for the Farmers Co-operative Association. The company will also install an oat

huller and corn cracker in the elevator. George E. Beal is manager.

The Fulton Mill of Fulton, Ind., has bought the feed business formerly conducted by Coleman & Gray.

The Rembrandt Elevator Company at Rembrandt, Iowa, has installed a feed mill. D. V. Thomas is manager.

The Milwaukee Warehouse Company of Portland, Ore., has changed its name to the Milkewa Feed Company.

An attrition mill will probably be installed in the plant of the Farmers Co-operative Grain Company of Terril, Iowa.

John G. Wilson has been promoted to the position of general manager of the Valley Feed Company of Puyallup, Wash.

The property of the Henry Bros., operating a feed store at Fond du Lac, Wis., has been sold. He will retire from business.

An application for permission to sell mixed feed in Oklahoma has been filed by the Pittsburg County Feed Company of Kiowa, Okla.

A new feed house is being built to the property of F. E. Green at Ft. Atkinson, Wis. It will be 64 feet long and two stories high.

A power sifter for home made chops and meal is to be installed by the Keller Bros. Feed & Produce Company of Jonesboro, Ark.

An office has been opened at Phoenix, Ariz., by the Star Hay Company of Los Angeles, Calif., under the management of Sidney B. Moeur.

A new poultry and feed store has been opened at Waxahachie, Texas, by Parks Tucker. He will also handle poultry supplies and remedies.

A new building is to be constructed at Kirkland, Wash., for the Todd Feed Company. The old build-



much business as buyers were not ready to stock up freely until the actual consuming demand developed. Later business became slightly more active, although there was nothing like general animation as buyers generally were waiting for lower prices because of the generally favorable crop outlook.

Red Clover was dull throughout the month and quotations were largely nominal. Compared with prices ruling a month ago they now show irregular changes, the domestic seed being 1 cent higher at 37 cents, while imported is 1 cent lower at 27 cents duty-paid. Some inquiry was noted for French Clover for forward shipment, but no business resulted as shippers would not offer with any guarantee that the seed would pass the entry inspection here. One lot of 180 bags was received from the United Kingdom.

Crimson Clover was inactive, but the course of prices was consistently upward. Toward the end of the month demand became more active. This was a direct result of the French conditions as many importers who had sold short in anticipation of July arrivals from the other side were forced to cover from the local stock and this they found to be practically impossible. In some quarters a purely nominal basis of  $10\frac{1}{2}$ @11 cents was mentioned, although some dealers asserted that those with actual stock on hand ought to be able to get 13 cents. Shippers secured a few early arrivals which were generally offered at  $7\frac{1}{4}$  cents c.i.f., with some possibly available at 7 cents, although  $7\frac{1}{2}$  cents was asked for seed to arrive early in August. At that time buyers here showed little interest, having little faith in the bullish reports from France and also because of the lateness of the season. Another obstacle was the fact that some of the seed arriving here was rejected owing to poor germination. The arrivals were 150 bags against 1005 the previous month.

White Clover met with only a slow demand on spot, but because of small stocks and generally strong foreign advices holders remained firm and the basis is the same as a month ago—35 cents duty-paid. Early in the month a little inquiry was noted for new crop foreign seed, but no business resulted as shippers asked 32 cents c.i.f. for 98 per cent seed, claiming that the crop had been badly damaged. They also asserted that only a little old crop seed of good quality remained and a few sales were made at  $27\frac{1}{2}$  cents c.i.f. Later a small lot offered at 26 cents was quickly taken, buyers preferring it to the new owing to its known quality and also the more prompt shipment. Also their interest in the new crop was less keen because of cheaper offers, some being reported for September-October shipment at  $27\frac{1}{2}$ @ $27\frac{1}{2}$  cents. In addition, the supply situation here had been improved somewhat by larger arrivals, about 360 bags, against 95 in June.

## BADGER STATE SEED NEWS

By C. O. SKINROOD

Reports have been issued in Wisconsin urging farmers to arrange for a large clover seed yield this year as it is believed that the crop will be very profitable.

While no prediction can be made as yet as to the price of Red Clover seed in the fall, the prospects are, according to seedsmen, that quotations will be very high not only because of the acute scarcity this spring, any small carry over, but also because of the enactment of the Gooding-Ketcham seed staining law which is now effective.

The Alfalfa crop of Wisconsin is expected to be exceptionally favorable this year with a gain in area of 12 per cent despite considerable winter killing in several of the leading Alfalfa counties. The new acreage is estimated at 347,000 acres. The first crop was very good and the second crop will be even better as the rains later in the season were far more favorable to the development of the plants.

Scientists at the Wisconsin College of Agriculture are hard at work trying to discover and select the best kinds of bacteria which will aid in the development of the choicest kinds of Alfalfa, soy beans, peas and other legumes. A. L. Whiting, a university bacteriologist, is the man chosen to prosecute this work. This will still further aid in the production of legumes in Wisconsin, it is believed.

The seed division of the Wisconsin Department of Agriculture is determined to stop the fakers who have been selling seed to farmers as Grimm's Alfalfa which was not genuine. This seed has been

sold in the state as high as 35 to 50 cents a pound, while the common Alfalfa seed sold around 23 to 25 cents a pound.

The state is planning to require all dealers to hold a certificate showing that they have Grimm's Alfalfa seed. The new regulations are expected to be into effect about October 1.

Reports from various sections of Wisconsin indicate a fair prospect for seed corn despite the fact that the fields are about two weeks later than usual. With abundant rains and general heat, the corn plants have been making rapid progress, and it is believed that the state may still have plenty of seed corn unless an early fall cold snap stops the corn in its tracks and prevents maturity of plants.

Because of the disastrous seed corn situation this season, the college of agriculture expects more care and caution in the saving of seed this year than ever before. Farmers now generally realize that saving seed corn is a job which must be done with diligence and that any negligence along this line is likely to spoil the corn crop for the next season.

Reports of Milwaukee seedsmen indicate the prospects are for a good crop of timothy seed this year. The market at Milwaukee has recently dropped, it being the only seed where there has been a definite quotable decline.

The property of the Phoenix Seed & Feed Company of Phoenix, Ariz., is to be rebuilt.

A three-room seed house costing \$8,500 is to be built at Lubbock, Texas, for the Acme Seed Company.

A new warehouse is being built at Santa Maria, Calif., for the Waller-Franklin Seed Company of Guadalupe, Calif.

The Henry County Co-operative Seed Company has a permit for a three-story seed house at Cambridge (Madison p. o.), Ill.

The property of the Black Hills Seed Company at Newell, S. D., is to be remodeled and improved to meet the increased business.

A new building has been equipped at Granite City, Ill., for the Tri-City Seed Store. It is especially equipped for a seed store.

A seed store in Los Angeles, Calif., has been bought by Sam Norris formerly with the Central Coal & Seed Company of Boise, Idaho.

The seed and feed business of H. F. Brogdon at Eugene, Ore., has been sold to the Oregon Seed & Feed Company of Junction City, who has taken charge.

A new unit is to be built for the Delta Seed & Feed Company of Yuma, Ariz. It will be 50x100 feet and will be an exact duplicate of its present warehouse.

The quarters of the Nicholson Seed Store at Dallas, Texas, has been moved into a recently remodeled building upon which a seven-year lease has been obtained.

The late Rutherford Walton's field and grass seed business at Augusta, Ga., is to be conducted as Walton & Co. Another Rutherford Walter and R. N. Ranson will manage the business.

The John Foster Estate's interest in the Foster Nursery Company at Fredonia, N. Y., has been bought by George Ostrander, president of the Fredonia Seed Company of Fredonia, N. Y.

The sales of the Ferris Watson Seed Company of Dallas, Texas, are to be under the direction of C. C. Mason. He was formerly instructor in chemistry at the Schreiner Institute of Kerrville.

The Moscow Farmers Union Warehouse Company has leased a large warehouse at Moscow, Idaho, owned by the Washburn-Wilson Seed Company. It is equipped for immediate business.

The B. F. Adams Company of Peoria, Ill., has been taken over by the Kelly Seed Company of San Jose, Ill. It will be remodeled, new machinery installed and changes made to facilitate handling business.

O. M. Braun is now associated with the Pieters-Wheeler Seed Company of Gilroy, Calif. Mr. Braun has completed five years work at the University of California and has specialized in the division of truck crops.

The Johnson-Pearce Produce Company of Mesa, Ariz., and the Mesa Seed & Feed Company have been consolidated under the name of the Johnson-Pearce Commercial Company. C. M. Johnson,

Z. Pearce, Charles C. Pister and Jack Smith are interested.

Wave length of 461 is to be used on Station KFNF of the Henry Field Seed Company at Shenandoah, Iowa. KFNF and KMA, the station operated by the May Seed & Nursery Company at Shenandoah, are dividing time on 461.

J. W. Lile & Co. and the Watenpaugh Seed Store at Sheridan, Wyo., has been succeeded by the recently organized Northern Seed Company. H. D. Watenpaugh will manage the business at the old location of the Lile Firm.

The Dobson-Hicks Company has been organized at Nashville, Tenn., to enter the seed jobbing business. Allen Dobson, for years associated with the Dobson-Cannon Company, and Edwards Hicks, formerly manager of L. H. Hitchcock & Sons, Inc., are interested. Mr. Dobson is president; Mr. Hicks is actively in charge. C. M. Shacklet is also connected with the firm.

## WEEDS ENDANGER SEED PRODUCTION

Clover and alfalfa seed production in northwestern Minnesota is confronted with danger from four weeds, namely, dodder, quack grass, Canada thistle and sow thistle.

The four weeds are becoming more prevalent in northwestern Minnesota each year, says A. H. Larson, in charge of the seed testing laboratory, University Farms, Minn.

Minnesota produced 86,000 bushels of Clover seed in 1925. Samples analyzed at the state seed laboratory since January 1, 1926, have shown that from 40 to 15,000 dodder seeds per pound appear in some of the samples tested.

EDITOR AMERICAN GRAIN TRADE: Wheat and oats are turning out in fine shape here. Not much old corn left in farmers' hands; new crop looks good. We are putting \$2,000 repairs on our elevator this summer. Enclosed is check for one year's subscription to AMERICAN GRAIN TRADE. FARMERS ELEVATOR CO. OF KENNEDY, Kennedy, Iowa.

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- One No. 403 Eureka Receiving Separator, equipment A, new.
  - One No. 3 Eureka Receiving Separator.
  - One No. 3 Monitor Receiving Separator, style B.
  - One No. 2 Invincible Tri-Screen Receiving Separator, first class.
  - One No. 2 Unique Receiving Separator, nearly new.
  - One No. 5 Unique Receiving Separator, nearly new.
  - One No. 2-276 Eureka Cockle Separator.
  - One elevator, 50-ft. centers, 12x6 cups, iron boot.
- M. B. McFEELY  
Heed Bldg. Philadelphia, Pa.

### MACHINERY FOR SALE

- One No. 5 Invincible Oat Clipper.
  - Two 50-h.p. Allis-Chalmers Motors.
  - One Williams Pulverizer, large size.
  - One Eureka Improved Batch Mixer.
  - One 9"x30" B. & L. Double Roller Mill.
  - One 36" Alfalfa Breaker.
  - One No. 453-A Eureka Cracked Corn Separator.
  - One No. 5 Monitor Dustless Cracked Corn Separator.
  - One 10"x41' steel spiral conveyor.
  - One 12"x12' steel spiral conveyor.
  - Two Bucket Elevators, 38' between centers.
  - Five Cyclone Dust Collectors.
  - Seven Style B Draver Percentage Feeders with master drive.
  - One 30'9" L. H. Cut Flight Conveyor.
  - One 8' Brown Portable Bag Piling Machine with motor.
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Ten-thousand-bushel grain elevator, flour and feed mill, A-1 condition. Electric power. On main line M. C. R. R. JAY LYLE, Paw Paw, Mich.

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South Dakota elevator for sale. Electrically equipped; first-class condition. Ample territory in good grain belt. F. A. KOHLHOFF, Stratford, S. D.

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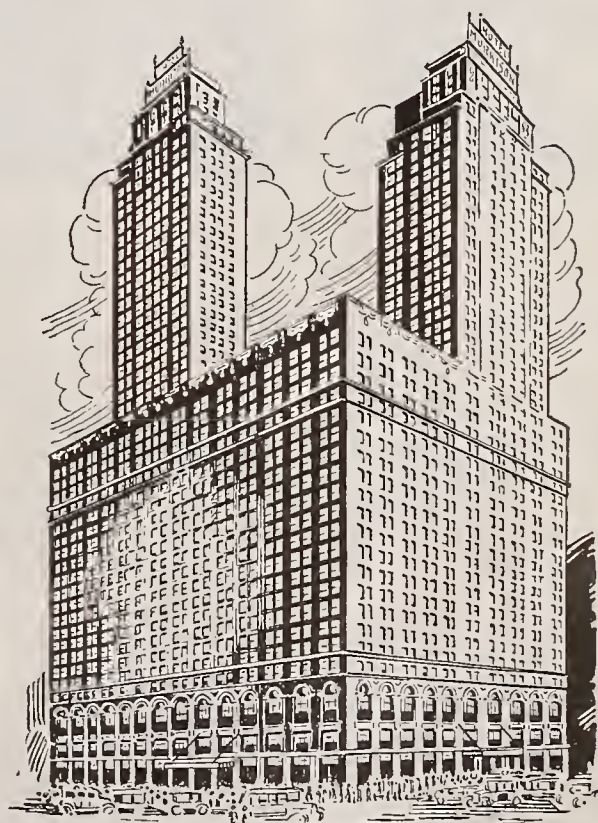
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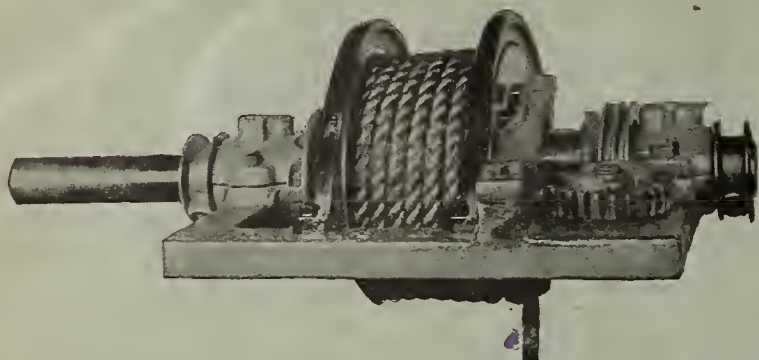
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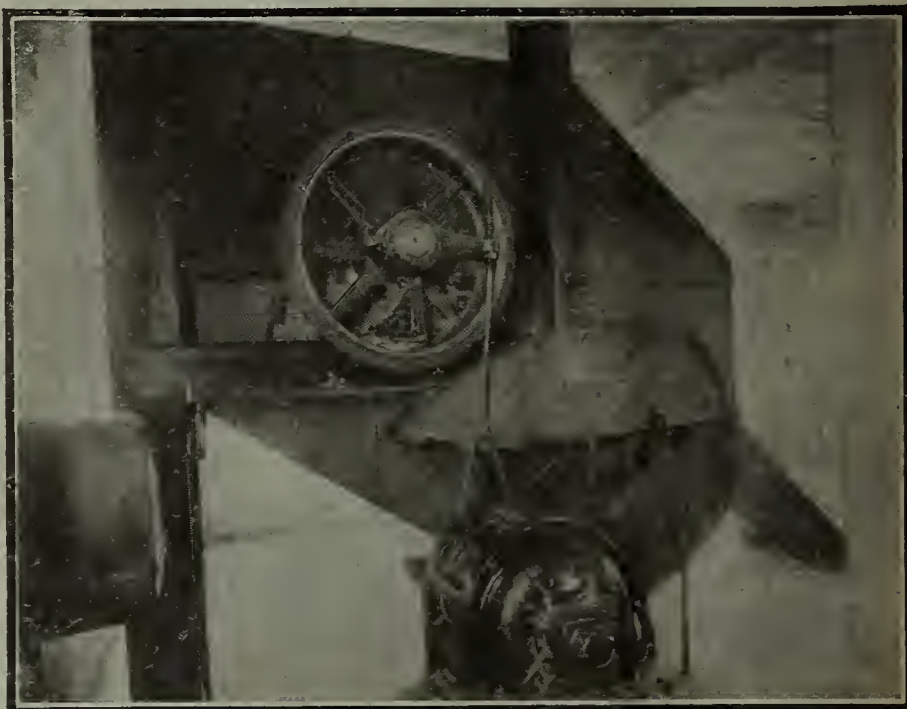
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